

# The Paducah Evening Sun.

VOL. XXVIII. NO. 66.

PADUCAH, KY., MONDAY EVENING, SEPTEMBER 26, 1910.

TEN CENTS PER WEEK

## WATER TERMINALS FOR OCEAN, LAKE AND RIVER PORTS

Exhaustively Discussed by  
U. S. Commissioner of  
Corporations.

Are Not Developed by Cities  
as They Should be

RAILROADS ARE IN CONTROL.

Washington, Sept. 26. (United Press.)—Herbert Knox Smith, commissioner of corporations, today filed his report on transportation by water, which in part is as follows:

There are many minor factors in a satisfactory water terminal, varying with the differing conditions of particular traffic. In general, however, there are four fundamental requirements for all water terminals: (a) Good wharves; (b) warehouses and storage facilities; (c) mechanical appliances for transshipment of freight; (d)—and this is highly important, though not always practical—belt-line railway connection with adjacent railroads and industrial concerns, so as to co-ordinate water with rail transportation and with local production and distribution. Sufficient depth of water is of course also necessary, but this question belongs to the subject of channels rather than terminals.

Any important harbor has two prime functions, technically known as "commercial" and "industrial." The commercial function deals chiefly with "through" freight. It concerns the transshipment from rail to water lines and vice versa (or between water lines) of freight not destined to nor originating at the harbor itself. The industrial function, on the other hand, deals particularly with so-called "local" freight, destined to or originating in the territory immediately adjacent to the harbor.

Primarily, the commercial function is merely a matter of efficient connection between transportation lines at the water's edge. The industrial function is much more complex. It requires, in the first place, transportation connection between the local industries, distributing houses, etc., and the wharves; and, second, sufficient warehouse and storage facilities at the wharves, so that local freight may be assembled there in quantities large enough for cargo loads (a matter which sometimes requires considerable time), or where, after being unloaded, freight may remain for assortment and local distribution. The interests of the locality are, as a rule, far more deeply concerned in this, the local industrial function, than in the mere passage of through freight.

Most of our harbors exercise both of these functions, while very few of them are now so organized as to allow the proper working of both. Instead, many important cities have allowed the commercial use of their water front to interfere seriously with the industrial or local use. Our large harbors are mostly the result of casual development, influenced more by extraneous economic conditions—land values, geographic limitations, etc.—than by any well-defined policy of organization.

The organization of a harbor as a whole from the standpoint of these essential functions is important. A proper organization requires, in general, the segregation of through freight terminals at relatively outlying parts of the harbor, leaving the central portion more free for the transportation of local business, most of which necessarily originates or terminates near the business center of the city. Most of the modern plans for harbor improvement contemplate such a separation, and in some harbors it has been at least partially accomplished. Of course, in many large harbors there must be considerable space for local passenger traffic, and in some cases it is essential that the terminals for through passenger traffic be centrally located.

Atlantic Coast Harbors.  
New York is, of course, the most important harbor in the United States. As a terminal organism, its complexity and diversity make it a most interesting study. It is a terminus, not only of the important trunk railroads and of many of the leading ocean steamship lines, but of a large number of coastwise lines, and, furthermore, of the Erie canal. The congestion of business is further complicated by an enormous volume of local passenger traffic, a large proportion of which, until the recent completion of tunnel systems, was handled by ferries, thus requiring a considerable portion of the water front in the most central portions of the harbor; this ferry traffic still seriously aggravates the confusion of business on marginal streets.

The terminal problem at New York is further interesting because of the adoption by New York City of a comprehensive policy of municipal ownership, much modified, however, by long-term leases of the city piers.

The volume of lighterage business is enormous. According to the latest available information (1908), there were about 10,500 craft performing

## Ollie James Arrives In Paducah and Confers With His Friends— Also Talks With Hon. D. G. Park

Interesting Situation Arrives:  
Over Possible Contest in  
Western Kentucky Legis-  
lative Districts.

Congressman Ollie James, who should be making a speech at Clinton today, is in Paducah; Hon. John K. Hendrick, who should be making a speech at Murray today, is in Paducah—so is Judge D. G. Park.

It is not remarkable that all three gentlemen should be in Paducah together. Judge Park and Judge Hendrick live here, and Mr. James has been here oftentimes before, presumably while one or both of the aforementioned gentlemen were conducting themselves in their usually busy and orderly manner within the environs of our beautiful city—but only last Wednesday Mr. James wired his acceptance of a date to speak at Clinton today. Thursday at Frankfort Mr. James announced his candidacy for the seat of United States Senator Paynter and Saturday Judge D. G. Park, of this city, announced his candidacy for the same place.

Then all plans were changed. Mr. James wired Clinton that he would have to change the date to October 10, and he came here last night and spent today in the city, conferring with Judge Park, Judge Hendrick, and his personal political friends. Judge Hendrick was booked to make a speech at the opening of court at Murray today; but for some reason changed his mind.

Judge Park's candidacy seems to have thrown a wet blanket on political activities in the First congressional district, and Mr. James, whose candidacy for senator was embarrassed by a live candidate for the gubernatorial nomination from the Purchase, finds himself further embarrassed by the insurgency of Judge Park.

Now, Judge Park hails from Mayfield in the First state senatorial district, where a senator will be elected next year to vote for a candidate for United States senator; he is well known in southwestern Kentucky, and activity of Mr. James in that quarter might precipitate a lively stump speaking campaign more than a year in advance of the next session of the legislature. That might have accounted for the cancellation of the Clinton date, and then Mr. James probably wanted to know what was doing in the Pride of the Purchase anyway.

It is probable that Judge Hendrick, too, conceived it ill-advised to start anything that looked like a stump speaking campaign this early down here. He doesn't care to have his end of the state invaded by hosts of candidates for governor, who might make the excuse, that in accepting invitations to speak Judge Hendrick is stumping the district.

This morning some one started the talk that Judge Park's candidacy is merely an effort to break the First district support of Mr. James; but Judge Park's friends, who have known of his ambition for several weeks, said Mr. James will see whether or not Judge Park is in earnest when the fight comes off. Judge Park, it is said, is all prepared to meet Mr. James and Senator Paynter both on the stump and if anything like a speaking campaign is instituted the fur will fly.

By far the most interesting phase of the case is the effect two candidates in the First district will have on the legislative races. A senator is to be elected next year in the First and Third districts and representatives in McCracken and Calloway counties. It is said that Judge Park is counting strongly on the

## Last Meeting of The Kitty League

All the business of the rejuvenated Kitty league for the first season was closed yesterday afternoon at a meeting of the directors in Hopkinsville. The reports showed that the Kitty was in good shape financially with splendid prospects for the next season. However, the plans for next season were discussed only informally, as the designs for the next year will be left until later. All of the clubs were represented except

## THE WEATHER

The predictions and temperature for the past twenty-four hours will be found at the top of the seventh column on page four.

## PAPERS MERGE.

Nashville, Tenn., Sept. 26.—The American and the Tennesseean were merged last night, only one paper will be issued hereafter from the plant of the Tennesseean. It will support the fusion state ticket.

support of the First and Second senatorial districts, which comprise all the Purchase, excepting Calloway county, and there will be a scrap, which may give Eugene Graves a run for the nomination in this county next year.

In the Third senatorial district the fight between the McCreary and anti-McCreary men has already split the committee wide open, and further complications are now likely to arise by reason of the fight over the United States senatorship.

## Mr. James' Visit.

Mr. James spent a busy day today shaking hands with his friends and expending a big, broad smile on all who were near him. The big congressman was in a jovial mood, and did not appear worried over anybody stepping in and snatching the senatorial toga before it can be placed upon his shoulders. However, he was down talking with his friends.

While in the city Congressman James announced that he will fill as many dates in the western part of Kentucky and his district as possible this fall. Practically all of his dates will be arranged by the state central committee, he said. His speaking date at Clinton has been postponed, because the time of holding court has been changed, but Mr. James said that he hopes to arrange a later date. This year he will deliver speeches in the interest of the Democratic party, and particularly in the Ninth and Tenth congressional districts.

In speaking on the Ballinger investigating committee, of which he is a member, Congressman James said: "We will make our report to congress early in December. I will make the report on behalf of the four Democrats."

Congressman James will leave Paducah early tomorrow morning for Louisville, and will proceed to Washington, where Mrs. James is recuperating from a recent operation.

## Little Alma Youngblood.

Alma Youngblood, the one-year-old daughter of Mr. and Mrs. R. L. Youngblood, of Tyler, died last night after a short illness. The funeral was held at 1 o'clock this afternoon and burial was in the Mt. Kenton cemetery.

## MAIL CARRIER IS ACCUSED OF CRIME

J. W. SANDERS ARRESTED BY  
POLICEMAN AT BOWLING  
GREEN, KY.

Bowling Green, Ky., Sept. 26.—(Special.)—J. W. Sanders, mail carrier, was arrested this morning charged with housebreaking. At 3 o'clock this morning a policeman heard falling glass, while passing a dry goods store. He went to the rear to investigate and found Sanders crouched in a corner. He denies guilt.

## Fatal Breathitt Duel

Jackson, Ky., Sept. 26. (Special.)—Tom Houndshell was fatally wounded and Miles Hallan was seriously wounded in a duel in Breathitt county.

## ANTHONY LONG DIES AT COMMERER, WYOMING

News of the sudden death of Anthony Long, formerly of this city at Commerer, Wyoming, on September 22, has been received here by relatives. Only meagre reports have reached here. Mr. Long formerly lived here and was connected with Friedman, Keller & company until about two years ago when he returned to his home at Russellville. He remained there on the farm of his uncle, Malcolm Long, until last spring, when he went west for the benefit of his health. The body is en route to Russellville. Mr. Long was 36 years old and had many friends in Paducah. He is survived by his step-mother, Mrs. John G. Long, of Russellville, Mrs. A. O. Woolfolk and daughters, Mrs. L. B. Ogilvie and Miss Fannie Woolfolk of this city are distantly related.

## EVA TANGUAY AT M'CRACKEN FAIR TO ENTER RACES

Fast Little Running Mare as  
Lively as Soubrette She  
is Named For.

Entries in All Departments  
Tomorrow.

## ON THE EVE OF THE OPENING.

Eva Tanguay is here. She arrived yesterday and is under the management of T. Hatfield. But Eva did not take the finest suite of rooms at the leading hotel. She just took humble lodging in the west end and will be here all week.

It is not Eva Tanguay, the celebrated comedienne but Eva Tanguay, the fast little runner who has appeared on tracks on tracks all over the country. She is owned by T. Hatfield, "of the world" with headquarters in New Orleans. Eva has a comfortable stall at the fair grounds' stables and racehorse men say she will give other runners a fast go for their money this week during the four days of racing.

Many other fast runners have arrived, including "Blister," who is known everywhere. The stables are being up and yesterday A. J. Hook, of Georgetown, Ky., arrived from Marion, Ill., with his string of four harness horses. Ben Frank, a local horseman, returned Saturday night from a trip to Marion, Ill., Vincennes, Ind., and Dresden, Tenn., and is pleased with the results. He brought back word that over 35 horses are coming from those three towns and there are prospects for more. There are over 20 harness horses here at present.

## Entries Tomorrow.

Tomorrow will be the day for the entries at floral hall at the fair grounds. Merchants are working overtime decorating their booths and the displays will be artistic. Clerks will be on hand in the morning and tomorrow afternoon to receive the entries. Everyone is asked to be on hand with their exhibits to avoid any confusion for the opening of the fair Wednesday.

Mr. W. M. Shaw, an expert tobacco man, formerly of Hopkinsville, has been secured and will do the classing of the tobacco. After the tobacco is passed upon Wednesday morning it will be laid on the shelves for the thousands of visitors to see. The poultry tent is up and benches are ready to receive the coops. The livestock tent is also up and it will not be large enough to accommodate the large display. The association is arranging for additional space for the stock.

Prof. John Dean's band of the American Federation of Musicians, local No. 431, will play both morning and afternoon at the grounds with a full pipe band. All are union musicians and some catchy music is promised.

Eleven special deputy sheriffs will patrol the grounds during the day and several will be on hand all night. They will be under the direction of Detectives T. J. Moore and James Collins, who will also be on duty. They are: William Rogers, A. C. Shelton, Elmo Overstreet, John Smith, Joe Woods, Conrad Beyer, George Webb, James Coyle and Joe Purchase. The best of order will be maintained and all bums and drunks will be excluded from the grounds. The fair opens Wednesday and the merchants are requested to get busy with their decorations.

## MRS. PIERSON DIES FROM LONG ILLNESS

Mrs. Agnes Pierson, 57 years old, a widow, died at the residence of her daughter, Mrs. Fred English, 314 Harrison street, at 3 o'clock this morning, after a lingering illness of tuberculosis. Mrs. Pierson was born in Marshall county and had resided here several years. She was a member of the Baptist church and had many friends. The funeral will be held at 3 o'clock tomorrow afternoon at the residence and burial will be in Oak Grove cemetery.

## LaFollette Will Wait

LaFollette has decided not to undergo the examination and operation by the Mayo Brothers at Rochester, Minn., before the fall election. His condition is slightly improved.

## Chicago Market.

Sept.	High.	Low.	Close.
Wheat	97	96	96
Corn	53	53	53

## Cotton Report.

Washington, Sept. 26.—The cotton census report of today shows that for the year ending August 31, 1910, there were 11,895,958 running bales. The distribution is 6,339,028 bales and 4,707,127 consumed.

## Roosevelt Starts For Saratoga, Confident That He Will be Chosen as Temporary Chairman Tomorrow

FRIENDLY SKEETERS.  
Mosquitoes saved the home of Con Craig, 1619 Jefferson street, from being burglarized Saturday night. Some one placed a porch chair, stolen from the residence of C. C. Covington, next door, under the east window of the cottage and prized up the screen. That filled the house with mosquitoes, which aroused the inmates, and they in turn frightened away the burglar.

## GRAND JURY DOWN TO WORK TODAY

JUDGE REED CHARGES BODY  
AND IT ORGANIZES THIS  
AFTERNOON.

With the empanelling of the grand jury this morning the first day of the criminal term of the September term of the McCracken circuit court began. The grand jury returned to its room on the second floor of the court house this morning after being charged by Judge Reed, and this afternoon began its investigations. The petit jurors will empanelled tomorrow.

The grand jurors are: J. T. Powell, foreman; implement dealer, city; C. D. Warren, painting contractor, city; Houston Creek, dairyman, county; O. E. Husbands, farmer, county; A. F. Houser, farmer, county; T. R. Housman, farmer, county; J. H. Masie, contractor, county; Owen Grubbs, restaurant employee, city; E. C. Foster, farmer, county; T. A. Greenwell, farmer, county; W. R. Lee, farmer, county.

Judge Reed called the ordinary docket this morning, and a large number of motions and answers were filed in the cases on the docket. All the magistrates and constables filed their reports.

Sheriff George Houser, deputy Sheriff Charles Clark, George House, and H. V. Hill were sworn in for the present session of court.

## READING CIRCLES

INSTITUTED BY M'CRACKEN  
COUNTY TEACHERS.

Reading circles of all the county teachers in each magisterial district were organized Saturday afternoon by Prof. L. W. Feezor, county school superintendent. The teachers met at the court house, and it was decided to study Denmore's "Teaching of District Schools" and Hamilton's "The Recitation."

The teachers will hold a meeting every month. The meetings will begin October 14 when the teachers in district No. 6 will meet. The leaders in each district are: Fifth district, M. V. Miller; Sixth district, E. B. Jett; Seventh district, Mrs. Nellie B. Webb; Eighth district, George B. Orr.

## POSSIBLY FATAL HURT SUSTAINED

JOHN BOAZ, OF MAYFIELD,  
THROWN WHEN AUTO IS  
DITCHED.

Mayfield, Ky., Sept. 26. (Special.)—With two ribs fractured and probably internal injuries sustained in an auto accident, John Boaz, of Boaz Station, is in a serious condition. Yesterday his machine plunged into a ditch 12 feet deep, and Mr. Boaz was hurled against the back seat with great force. Mr. Boaz left Paducah yesterday morning for Mayfield with Earl Ballance and a chauffeur. About a mile from Mayfield, where the road was narrow with the deep ditch on one side a hole in the road caused the chauffeur to turn the machine towards the ditch. Mr. Boaz was the only member of the party injured. The machine was not badly damaged.

## MANAGER CARNEY BRINGS WITH HIM GOOD SHOW NEWS

Fine List of Attractions Book-  
ed at Kentucky Theater  
For Season.

## Also Famous Players at Pop- ular Prices.

## MELODRAMA IS NOT WANTED.

Mr. M. J. Carney, of Chicago, who is responsible for the booking of many of the first-class attractions that visit the Kentucky theater, is in the city for a short visit and talked interestingly to a reporter for The Sun today of some of the attractions that will be seen at Paducah this season.

"It is to be regretted," said Mr. Carney, "that we are obliged to play two such distinguished stars as Miss Lipman and Miss Anglin on consecutive evenings, but this situation is the result of the muddled conditions due to the differences between the two important booking exchanges of the country."

"I believe, that notwithstanding the fact that Miss Lipman plays here the night preceding Miss Anglin, that she, as well as Miss Anglin, will play to a capacity house. In so far as I know, it is Miss Lipman's first appearance here. I had the pleasure of seeing her performance of 'The Marriage of a Star' last Friday evening and can assure Paducah theatergoers that they will not be disappointed in either Miss Lipman, or the play. She is an artist to her finger tips."

"I also saw Miss Anglin in 'The Awakening of Helena Ritchie' during her last Chicago engagement, which was more than a year ago. While I see many plays and players during a year I in common with most theatergoers who have seen this wonderful woman, retain the most distinct impressions of even the minor details of her acting in the part of Helena Ritchie."

"While Miss Anglin has never appeared in Paducah, theatergoers here are well acquainted with her standing as the first American actress. Yes, I am aware that Mrs. Flske is supposed to hold that title and, perhaps, deserves it, but the men who write about the best in the theater seem to have recently settled it on Miss Anglin. The interest already manifested in her engagement here from surrounding towns, as well as in the city, is remarkable."

Three Good Plays.  
"Three plays that are going to create interest this season in Paducah are: 'The Spentrift,' 'The Climax' and 'Madame X.' The first is one of the season's big successes, and is now on view at the Garrick theater, New York. 'The Climax' is one of the most unusual and interesting plays that has been produced during the past several years. It requires the services of four people, but each of them must be expert artists. Until the play is seen one can not realize that four performers can hold the closest attention of the audience for nearly three hours. 'Madame X' is Henry W. Savage's first venture into the dramatic field and he has produced this play with all the skill and expense that has characterized his famous musical productions. Some of the big musical attractions are also to visit Paducah. Among them are the LaSalle theater's production of 'The Flirting' (Continued on Page Five.)

Janitor Held to Answer.  
After the evidence was heard Saturday afternoon at the examining trial, Tom Stovall, colored, charged with the robbing of the desk of R. L. Barnett, state secretary of the Kentucky Farmers' union, was recognized under a bond of \$100 for his appearance in circuit court to answer any charge that may be brought against him.

## HASKELL TRIAL FOR LAND FRAUD

STARTS IN FEDERAL COURT IN  
OKLAHOMA TODAY.

McAlester, Okla., Sept. 26.—T court today denied Governor Haskell the privilege of reeling a demure to the Muskogee town lot fraud dictments, and ordered the trial Governor Haskell in the federal court to proceed. The task of lecting a jury began immediately



## \$5.00 = for = \$1.98 GENUINE MOUNTED CASSEPOLE



We have contracted with a leading Pottery for exclusive sale of this Beautifully Mounted

### Casserole Baking Dish

Every housewife is desirous of owning one of these bakers, because they impart a delicious flavor to all food cooked in them.

**FOR ONE WEEK ONLY**  
Beginning Monday, Sept. 26

We will place on sale this genuine \$5.00 Casserole, beautifully mounted, at a Special Sale Price of..... **\$1.98**

The modern housewife has learned that food cooked in this Casserole retains all its aroma and flavor.

The food is served direct from the Casserole, thus keeping the last portion as hot as the first.

Every housekeeper is anxious to set a pleasing table—the Casserole transforms the ordinary set table into one of modest elegance, that she may be proud of.

This Casserole can be used in fireless cooker, as it retains heat much longer than metal.

The Casserole can be used as a mounted fern dish.

NOTE.—Telephone orders not accepted at special sale price.

**J. L. WANNER**  
311 Broadway

## TENNIS FINALS

### TOURNAMENT ENDS SUNDAY ON JEFFERSON COURT.

Will Hodge and Robert Fisher Capture Pennant for Doubles.

The tennis tournament played by local enthusiasts Saturday and Sunday was concluded yesterday afternoon, with Will Hodge and Robert Fisher victors in the finals. They captured the pennant for local champions, and also won a racket for each. The games were lively, and "classy," and attracted a great deal

### GRAY HAIR BANISHED.

The old idea of using sage for darkening the hair is again coming in vogue. Our grandmothers used to have dark, glossy hair at the age of seventy-five, while our mothers have white hair before they are fifty. Our grandmothers used to make a "sage tea" and apply it to their hair. The tea made their hair soft and glossy and gradually restored the natural color. One objection to using such a preparation was the trouble of making it, especially as it had to be made every two or three days on account of its souring quickly. This objection has been overcome and by asking almost any first-class druggist for Wyeth's Sage and Sulphur the public can get a superior preparation of sage, with the admixture of sulphur, another valuable remedy for hair and scalp troubles. Daily use of this preparation will not only quickly restore the color of the hair but will also stop the hair from falling out and make it grow. It is sold by all druggists for 50c and \$1.00 a bottle, or is sent direct by the Wyeth Chemical Company, 74 Cortlandt St., New York City, upon receipt of price.

For sale and recommended by W. J. Gilbert.

## Ready Roofing

Just Received at  
**S. A. FOWLER  
SUPPLY  
CO.'S**

Two thousand rolls of Rubber, Asphalt, Stone Coated, Pebble Top and Black Diamond Roofing, all complete ready to lay, which is offered for sale at greatly reduced price. All roofing guaranteed to be as represented. Call and inspect our stock, which is the largest ever brought to the city.

Telephone 33.

### Parish Priest's Advice Led to Her Recovery

Thin weak or frail people—those who "take cold easily"—should be prepared with Eckman's Alternative in the house. Remarkable cures of even Tuberculosis (consumptive) persons are often accomplished. For Bronchitis, Asthma and Hay Fever no more effective remedy exists. I was troubled with Asthma and Bronchitis for seventeen years. After trying many remedies, Eckman's Alternative was recommended to me by our Parish Priest. I am now feeling fine. I cannot speak too highly of it. (Signed Affidavit) Anna Mae McEntee, Eckman's Alternative is good for all Throat and Lung troubles, and is on sale in Paducah by List Drug Co. and other Druggists. It can also be obtained at, or procured by, your local Druggists. Ask for Booklet of Cured Cases or write for Evidence to the Eckman Laboratory, Philadelphia, Pa.

### Excursion Bulletin Spring and Summer Season

The Str. Dick Fowler offers the following reduced rates to Cairo and return: Single round trip to Cairo and return \$1.15 Parties of five and over \$1.00 Elegant orchestra on board to furnish music all times. S. A. Fowler, General Agent. Both Phones No. 33.

## SPECIAL 25c PIPES FOR 15c

This Week Only

We give coupons with purchases. Come and look over our premiums. Over 350 to select from.

### The Smoke House

222 Broadway  
Opposite Wallerstein's.

## BASEBALL NEWS

Where the 1910 Pennants Will Fly.

The playing season of the Eastern league, American league, National league, American association, Western league and Pacific Coast league is not yet closed, but unless there are upsets the indications are that the clubs named will win the respective pennants:

National league ..... Chicago  
American league ..... Philadelphia  
Eastern league ..... Rochester  
American association ..... Minneapolis  
Southern league ..... New Orleans  
K. I. T. league ..... McLeansboro, Ill.  
New England league ..... New Bedford  
Tri-State association ..... Altoona  
Eastern Carolina league ..... Fayetteville  
Carolina association ..... Greenville  
Texas league ..... Dallas  
Ohio-Pennsylvania league ..... Akron  
Kansas State league ..... Hutchinson  
Missouri-Iowa-Nebraska League ..... Clarinda

Connecticut league ..... Waterbury  
Cotton States league ..... Greenwood  
Western League ..... Sioux City  
Western Canada league ..... Edmonton  
"Three I" league ..... Wilkes-Barre  
Western New York league ..... Rochester  
Central association ..... Quincy  
Blue Grass league ..... Paris  
Minnesota-Wisconsin league ..... Eau Claire  
Southeastern league ..... Knoxville  
Central league ..... South Bend  
Virginia league ..... Danville  
Mink league ..... Falls City  
Michigan State league ..... Cadillac  
Nebraska State league ..... Fremont  
Washington State league ..... Raymond  
Virginia Valley league ..... Huntton  
Wisconsin-Illinois league ..... Appleton  
Southern Michigan ..... Kalamazoo  
Central league ..... South Bend

### NATIONAL LEAGUE.

CLUBS.	W.	L.	PCT.
Chicago .....	92	45	.672
New York .....	82	58	.586
Pittsburgh .....	82	58	.586
Cincinnati .....	72	72	.500
Philadelphia .....	72	69	.511
St. Louis .....	57	81	.413
Brooklyn .....	56	85	.397
Boston .....	48	93	.340

### Saturday's Games.

New York, 6; Chicago, 5.  
Brooklyn, 4-2; St. Louis, 3-4 (first game 10 innings).  
Boston, 2; Cincinnati, 4.  
Philadelphia, 1; Pittsburgh, 6.

### AMERICAN LEAGUE.

CLUBS.	W.	L.	PCT.
Philadelphia .....	96	45	.682
Detroit .....	82	61	.574
New York .....	79	61	.565
Boston .....	79	62	.562
Cleveland .....	64	76	.458
Washington .....	61	81	.430
Chicago .....	61	81	.430
St. Louis .....	44	99	.302

### Cobb and Lewis Star.

Detroit, Mich., Sept. 26.—Detroit hit Wood hard and won. Lewis hit the ball into the left field bleachers for a home run in the second inning. This and a remarkable running catch by Cobb were the features.

Score—	R	H	E
Boston .....	2	8	1
Detroit .....	4	13	2
Wood and Kleinow; Mullin and Stange. Umpires—Perrine and Dineen.			

### Coombs Finally Scored On.

Chicago, Sept. 26.—Philadelphia and Chicago fought an even break. The American league champions won the first in 14 innings, beating Ed Walsh and breaking the locals' winning streak. In the second, which was stopped by darkness after five innings' play, the Chicago team won. Lange gave two hits, Coombs' shutout record was increased to a matter of 53 innings, but the mark was smashed when the locals secured three runs in the third inning of the roundup.

First game—	R	H	E
Chicago .....	1	5	3
Philadelphia .....	3	9	0
Walsh and Sullivan; Coombs, Plank and Lapp and Livingston. Umpires—O'Loughlin and Sheridan.			
Second game—	R	H	E
Chicago .....	5	6	0
Philadelphia .....	2	5	5
Lange and Payne; Coombs, Atkins and Lapp. Umpires—O'Loughlin and Sheridan.			

### Johnson Allows One Hit.

St. Louis, Sept. 26.—St. Louis and Washington broke even in a double-header. The locals won the first game. In the second game Washington won. Walker Johnson giving the locals but one hit.

First game—	R	H	E
St. Louis .....	2	5	1
Washington .....	1	7	0
Mitchell and Killifer; Walker and Henry.			

Second game—	R	H	E
St. Louis .....	6	1	2
Washington .....	3	6	9
Malloy and Stephens; Johnson and Ainsmith. Umpires—Connolly and Egan.			

### Saturday's Results.

Chicago, 8-3; Philadelphia, 4-2. (Second game four innings).  
Chicago, 8-3; Philadelphia, 4-2.  
Detroit, 8-3; Boston, 8-2.  
St. Louis, 3; Washington, 6.

### American Association Closes.

Louisville, Ky., Sept. 26.—The American association season closed with Minneapolis leading the other teams of the circuit by almost 100 points, and Louisville, the winner of last year's pennant, in last place. All the teams played with the exception of Indianapolis and Louisville teams, rain preventing a doubleheader.

The position of the clubs and their standing (unofficial) follows:

# Paducah's Greatest TRI-STATE FAIR

September 28 to October 1

Fast Races

Fine Stock

High Bred Poultry

Dark Tobacco

SPECIAL ATTRACTIONS FOR LADIES  
In Floral Hall

In Purses and Premiums

**\$7,500.00**

In Purses and Premiums

Balloon Ascension Each Day  
Band Concerts Each Day

Excursion Rates on All Railroads and Steamboats

Write RODNEY C. DAVIS, Secretary, for Catalogue and Information

### AMERICAN ASSOCIATION.

CLUBS.	W.	L.	PCT.
Minneapolis .....	107	61	.637
Toledo .....	91	75	.548
Columbus .....	88	77	.530
St. Paul .....	88	80	.523
Kansas City .....	85	81	.512
Milwaukee .....	76	91	.455
Indianapolis .....	67	96	.411
Louisville .....	60	103	.368

### American Association Standing.

First game:	R	H	E
Toledo .....	6	7	7
Columbus .....	7	8	1
Vallier, Baskette and Harris and Hartley; Packard, Cook, Sliton and Carlisch. Umpires—Hayes and Bierhalter.			
Second game:	R	H	E
Toledo .....	2	5	0
Columbus .....	1	6	1
Rogers and Hartley; Pennypacker and Carlisch. Umpires—Hayes and Bierhalter.			

### First game:

First game:	R	H	E
St. Paul .....	7	8	1
Minneapolis .....	3	9	3
Chech, Laroey and Kelly; Lelievre and Dawson. Umpires—Ferguson and Bush.			
Second game:	R	H	E
St. Paul .....	1	7	3
Minneapolis .....	13	15	6
Laroey, Chech and Kelly; Sage and Dawson. Umpires—Bush and Ferguson.			

### Saturday's Results.

Minneapolis, 6-1; St. Paul, 5-5. (first game 12 innings).  
Toledo, 4; Columbus, 3.  
Louisville, 7; Indianapolis, 9.  
Kansas City, 4; Milwaukee, 3.

## News of Theatres

KENTUCKY — Vandeville five nights, with matinees Monday and Thursday afternoons and change of bill Thursday. Four big acts and moving pictures.

KENTUCKY — "The Girl from the U. S. A." musical comedy, Saturday, matinee and night.

STAR — Family vaudeville. Matinee every day; change of bill Thursday. Moving pictures.

The Morris Circuit.

Paducah will be introduced to the Morris circuit vaudeville at the Kentucky theatre tonight. Four acts, every one of them a top-liner and no two of the same character, with moving pictures and illustrated songs are the offering. Thursday matinee there will be a complete change of bill. This is the biggest vaudeville offering ever presented in Paducah, and was secured only by making a combination with the Cairo management, which insured the performers a full week's booking.

Girl From the U. S. A. Saturday. Musical comedy is a peculiarly American form of amusement, that never seems to pall on the public. Comedy, a lively brightly costumed

chorus, plenty of music and dancing and too much plot, are the ingredients, which allowed of a many variations. "The Girl from the U. S. A." which comes to the Kentucky Saturday for matinee and night performances is musical comedy.

### Stars Will Have New Plays.

Paducahans are to see next week two prominent stars, who soon will appear in new plays in New York. Miss Clara Lipman later in the season is to assume the star role in a new comedy, and Miss Margaret Anglin is to appear in "The Backslider," a comedy by George Egerton, and a costume play by Louis N. Parker. A rollicking Irish girl is the star part and the time is that of Charles I. Mr. Louis Mann is soon to bring out "The Dreamer." Blanche Bates and David Warfield are being fitted up with new plays.

As Miss Clara Lipman, who comes here Tuesday night in "The Marriage of a Star," does not play Cairo, the Kentucky will bill that city, expecting to secure a large party to witness this performance of the big Chicago success.

### Miss Lipman's Career.

Miss Lipman, who will be seen here next Tuesday as Simone LaFée in "The Marriage of a Star," received her training with the German players in Milwaukee, taking part in their considerable repertory. A. M. Palmer was her first manager when she definitely took up the calling of an actress. She first won attention by her acting as the laughing girl in the farce of "Inoc," the original of the "Three Twins," and afterward became co-star with Louis Mann in a farce named for her part in "Inoc," "The Laughing Girl." She originated the title part of "The Girl From Paris" in New York City in 1896, and a year later she took the title part in "The Telephone Girl." She did not afterward appear in plays with music, and, with Mr. Mann, produced "The Girl in the Barracks." "All on Account of Eliza," "The Red Kloof," a serious play of the "domestic drama" type, and "Master and Pupil." She retired in 1902, returning to the stage late in 1905, when she acted again as co-star with Mr. Mann in "Julie Bonbon," a play written by herself.

She last appeared in Chicago in that comedy in the spring of 1906. Later she and Mr. Mann presented the play in London. Another period of retirement was ended by her appearance last December in an adaptation of Bisson and Thurner's "La Marriage d'une Etoile," then called "Marjory's Mother," but now current at the Princess as "The Marriage of a Star." She concludes her Chicago run Saturday night.

### At the Star Theater.

Manager Desberger has been fortunate in securing for the first three days of the week one of the greatest singing trio acts on the vaudeville

stage today. The act is styled Labouner trio, and while the name looks large, Desberger says the salary is even larger than the name and he expects large results.

Newton & Aito will also be seen in a comedy musical act, one of the old time kind where the joke and the laugh adds a pleasant taste to the music.

A fine illustrated song in the hands of our own popular Frank Long is sure to be good and two new reels of the latest motion picture subjects will give you the best evening's entertainment you have as yet had for 10 cents at the Star.

No virtue without vigor.

## CITY TRANSFER CO.

C. J. VanMeter, Manager

All Kinds of Hauling, Storage, Packing  
and House Cleaning

Phone 499

## EXCURSION

Steamer

G. W. ROBERTSON

Every Tuesday and Friday Nights  
at 8:30 O'clock

Return promptly at 11:30 p. m. Three hours' ride. Hillman's Band. Best of order; no intoxicating liquors or improper characters allowed. Fare round trip 25 cents. We reserve the right to reject any person we see fit.

J. E. ROLLINS, Master.

W. F. PAXTON,  
President.

R. RUDY,  
Cashier.

P. PURYEAR,  
Assistant Cashier.

## CITIZENS' SAVINGS BANK

(Incorporated.)

Third and Broadway.

State Depository

Capital .....

Surplus .....

Stockholders' Liability .....

Total security to depositors .....

INTEREST PAID ON TIME DEPOSITS

OPEN SATURDAY NIGHTS FROM 7 TO 8 O'CLOCK.



## Everybody Listen

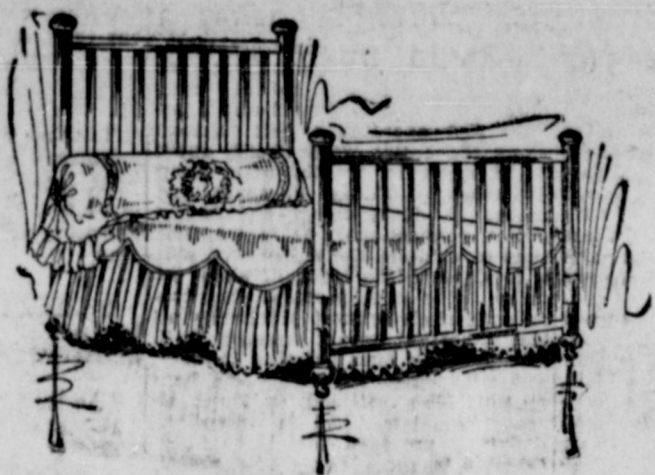
**We are ready, as never before, to aid you in your Fall Furniture and Housefurnishing Buying.**

In past seasons our stocks have been complete; this season they are in even better condition.

Our store service is par excellent from start to finish. Painsstaking salespeople to serve you and aid you in supplying your needs—a prompt and careful delivery service to bring things to you as they should be brought.

Our prices—fair and just—lower than elsewhere for goods of the same quality—mean supplying your wants to you at handsome savings.

We have planned harder than ever this fall to merit your patronage—and if the very best store service at you command means anything to you, we're bound to get it.



**This Handsome Brass Bed**

**\$12.50**

And it is a splendid Bed, too—a good, heavy, all Brass Bed—heavy two-inch posts—heavy fillers and mountings—good, durable lacquer finish—plain, neat style—yet rich and elegant in its appearance—an exceptional offer in Brass Beds, a truly remarkable value at \$12.50.



**For This Dining Table**

**\$3.75**

And it's a splendid, solid Table—with forty-two-inch top when closed—solid oak, rich gloss finish—solid bolted and braced construction—patent slides, making the Table strong and rigid—legs are square and fluted—extends six feet when opened.

A splendid article for \$3.75.

**RHODES-BURFORD**

214-216 NORTH FOURTH STREET





## THE PADUCAH EVENING SUN

**SUN PUBLISHING COMPANY.**  
(Incorporated.)  
F. M. FISHER, President.  
M. J. PAXTON, General Manager.  
Entered at the postoffice at Paducah, Ky., as second class matter.

**SUBSCRIPTION RATES:**  
**THE DAILY SUN.**  
By Carrier, per week..... 10  
By Mail, per month, in advance... 35  
By Mail, per year, in advance... \$3.00  
**THE WEEKLY SUN.**  
For year, by mail, postage paid... \$1.00

Address THE SUN, Paducah, Ky.  
Office, 115 South Third. Phone 158.

**Editorial Rooms:**  
Old Phone, 337. New Phone, 158.  
Payne & Young, Chicago and New York, representatives.



MONDAY, SEPTEMBER 26.

## Daily Thought.

There is no kind of idleness by which we are so easily seduced as that which dignifies itself by the appearance of business.—Johnson.

How would it do to call it a Cavalier-Rusticiana affair?

The report of the commissioner of corporations on waterways terminals, published in this issue of The Evening Sun, will repay reading. It is one of the most exhaustive reports on a subject of first importance to the citizens, and covers a subject to which the "yellow magazines" have been of late directing much of their mendacious attentions. The situation, as shown by the report is, indeed, critical; but the report also shows a way out of the trouble, something the "yellow" writers consistently fail to do.

A married woman and her lover were found dead together at Cleveland by the woman's husband; a burglar at Alta Pass, Ill., killed himself when surrounded by a posse; six half-soused men and women ran an auto over the canal bank at New Orleans and died—all on Saturday. There isn't any particular moral to this tale, except that none of them when they started that sort of thing expected it to kill them, any more than a lot of other fool people, who are transgressing the moral law expect to be killed.

## COMING EVENTS CAST THEIR SHADOWS BEFORE.

Coming events seem to have cast their shadows across the threshold of the News-Democrat sanctum, and while we should take liberal discount from everything it says concerning Republican politics for the unfriendly desire to do the party injury, the following admission in its news columns Sunday morning contains much of interest and significance, not only to the Republican politicians, but also to the citizens of Paducah at large:

Insurgency, ripe, rampant and not to be denied, developed last night in the ranks of the local Republican party, and it was freely predicted that open revolt will be started on the floor of the Republican convention Tuesday afternoon at the city hall, and several men will be nominated by insurgents for places on the council or board of aldermen that have not been reckoned with, and are not on the slate.

THE INSURGENTS ARE SAID TO BE REPUBLICANS WHO HAVE NOT FIGURED MUCH IN LOCAL POLITICS, BUT WHO HAVE DECIDED STRENGTH WITH THE CITIZENS AT LARGE. These gentlemen seem determined that a prepared slate is not to be rammed down their throats, forced upon them whether they approve or not, and they are said to have several candidates for local offices they desire nominated.

The reference to a slate can easily be attributed to previously published stories concerning a committee meeting at which the time, place and manner of nominating a city ticket was discussed and decided upon. This is peculiarly the province of political committees and it is not improbable that candidates were discussed frankly and extensively by the committees. That is also a legitimate subject of discussion for a political committee at which every precinct in the city is represented. It is the behind-the-prescription-counter state at which the public balks.

But, if there is a slate, we have the assurance of the News-Democrat that "Republicans, who have decided strength with the citizens at large," will be on hand at the convention tomorrow. This is important. We are glad the News-Democrat has seen fit to admit that "Republicans who have decided strength with the citizens at large" are sufficiently interested in the character of the Republican ticket to attend the convention and see that no unsatisfactory slate is put through. It is important, because no "Democrats who have decided strength with the citizens at large" were sufficiently interested in the Democratic city primary even to attend and vote. There could not have been above a hundred more than the total number of candidates

and officers at the polls. These could easily be classified as the personal friends of particular candidates. Evidently these men, who, the News-Democrat assures us, "have not figured much in local politics," believe that it is important to the "citizens at large" with whom "they have strength," that the Republicans this year put out an unusually strong ticket. It must be they realize the "citizens at large," who did not display any interest in the character of the Democratic ticket, have no confidence in the ring, which dominates that party organization; that they are very well pleased with the city administration; that they desire a general council in hearty sympathy with the administration; and that, if the Republicans put out a strong ticket of business men, they will support it and elect it.

We can draw no other conclusion from the coincidence of an uninteresting Democratic primary and the admission of the News-Democrat that "Republicans who have not figured much in local politics, but have decided strength with the citizens at large" are going to take a hand in the Republican convention.

We have known of this interest for some time; we are glad that the interest is sufficiently great to attract the attention of a News-Democrat reporter. It must amount almost to a demonstration.

## MAKING PADUCAH THE CENTER.

Promoters of the McCracken county fair, who have worked faithfully and with unflagging energy and enthusiasm for months, have done all they can—possibly all any human beings could. It is now up to the weather man and the people, especially the people of Paducah. If they go to the fair every day, they will not only make this one a financial success, in the way of paying expenses—it can't possibly do more than that—but will assure the success of the fair next year and increased attendance from over the Purchase.

There are two objects of practical importance in the fair, not to be lost sight of. The first one is to stimulate agriculture by putting on exhibition samples of the products of the soil and breeding in west Kentucky, and afford a place for those interested in agriculture to assemble at the point with the exhibits before them and discuss methods of producing and marketing.

The other is to attract people from what is distinctively "Paducah territory" to this city. Paducah must be made the market center, the social center, the amusement center, the medical center, the religious center, the educational center—in fact the "hub" of the Purchase about which the whole circle of life in the Purchase revolves. The city is lacking in some of these respects; and such organizations as are designed solely for the upbuilding of the city should turn their attention to making this the focal point in all movements interesting the whole section.

The county school board did not recognize Paducah as the educational center even of the county, when the High school was built, though Paducah affords cheap board, a free library and well equipped laboratories, to which the county pupils could have had access by the county paying for them a nominal tuition. Instead the board built a High school at Heath in one corner of the county, where it will be difficult for the pupils, if there are many, to find board within a mile of the school along country roads, and the expenditure has been thousands of dollars, where it might have been hundreds in Paducah.

The state agricultural board has not recognized Paducah even as the agricultural center, when it established the county institute out in the country. These things are wrong; but it indicates two things: some body in the county with influence is working against the city, and the citizens are not working concertedly and effectively to hold the city's own.

The fair association is working with all its might; and citizens at a nominal cost individually, which will be amply rewarded by the pleasures afforded them, can at least manifest their approbation of the efforts by attending.

## Kentucky Kernels

State librarians at Lexington October 28.

Kentucky doctors at Lexington Thursday.

Wires on Main street, Louisville, put under ground.

Henderson valuation raised ten per cent by assessor.

Victor Stallings dies from effects of spree in Henderson jail.

Louisville physicians say incubator babies at state fair died of neglect.

Baby given away at Paris opera house adopted by holders of winning coupon.

John Smith, who killed unknown man in Louisville 40 years ago, is pardoned.

Lady physical training teacher at Lexington says she was induced to accept at an increased salary, but was not given it, and resigns.

Frank Nunemacher, president of Louisville board of trade, who recently walked to a West Virginia resort, declared bankrupt.

Charles Robinson, of Henderson, and Mary Long, of Mayfield, wed after correspondence. They had never met and the girl wore a red ribbon, so her fiancé could distinguish her when he got off the train at Mayfield.

## TORREY REVIVAL BEGINS SUNDAY

SPECIAL SERVICES AT ALL CHURCHES THIS WEEK.

Preparing for Meetings at Auditorium Rink—Choir Rehearsal.

WILL BE HELD ON SATURDAY

Next Sunday, at 3 p. m., the Torrey revival meetings will begin at the Auditorium rink. Tenth street and Broadway. These services, which will be conducted by Dr. Torrey, assisted by a choir of 200 voices, are under the auspices of all the Evangelical Protestant churches of the city and all will be closed Sunday evening for the revival services. In preparation for the revival special services will be conducted each night this week at all the churches, in the union.

Saturday night there will be a final rehearsal of the choir at the Auditorium under the direction of Dr. Torrey's musical director.

## The Home Missions.

Offerings for Home Missions were taken at both services yesterday at the German Evangelical church on South Fifth street. Large congregations were present at both services.

## Kentucky Avenue Church.

Services will be conducted at the Kentucky Avenue Presbyterian church every evening this week, beginning at 7:45 o'clock. They will be conducted by the pastor, the Rev. E. B. Landis. Large congregations were present at the services Sunday.

Both the German Lutheran churches united yesterday in two services held at St. Matthew's church near Lone Oak. The morning service was held at 11 o'clock and the Rev. William Grother, pastor, preached on "The Blessings of the Harvest." The congregations took basket dinners and at 3 o'clock in the afternoon the Rev. Mr. Grother spoke on the subject of "The Missions."

## Graded Sunday School.

Inauguration of a graded system of Sunday school work will take place at the First Christian church next Sunday morning. Literature for the system was distributed yesterday morning and plans are on foot to enlarge the Sunday school as much as possible, with additional music. The Bethany Graded Bible School lessons are to be used as the textbook hereafter. There will be grades in the beginners, primary, junior and intermediate departments. Yesterday morning the pastor, the Rev. W. A. Fite preached on the subject of "The Relation of the Home to the Sunday School," and Mrs. W. C. Gray sang a solo. Last evening he preached on the subject of "The Duty and Dynamic of the Church." Mr. George C. Wallace has taken charge of the Men's Bible class, relieving Dr. Fite. Dr. Della Caldwell has taken charge of Mr. Wallace's class.

## Two Accessions.

Two were received into the First Presbyterian church yesterday morning at which time the communion services were held. "The Lord's Supper" was the subject of Dr. Burwell's sermon. Last evening he delivered the first sermon of the series preparatory to the Torrey revival which begins Sunday. "A Christian Standard Bearer" was his theme and a large congregation was present. Services will be held every evening this week up to and including Friday, beginning at 7:45 o'clock and dismissing at 8:15 promptly.

## Soldiers of the Cross.

"Soldiers of the Cross," was the subject of the Rev. W. K. Penrod's sermon yesterday morning at the First Baptist church. Last night the Rev. J. Howard Carpenter preached on the subject of "The Writing of the Bible." The program for the memorial service held Sunday afternoon in memory of the late J. R. Puryear, a deacon, was carried out in full. Large congregations were present at each service yesterday.

The Rev. Mr. Penrod will remain in the city until the latter part of this week. Wednesday evening he will preach at the services held in the church.

## South Side.

The Rev. J. B. Pearson, pastor of the Third Street Methodist church, preached to three large congregations yesterday. In the morning he filled his own pulpit, preaching on "Moral Purity," while in the afternoon he spoke at the Tyler church on the subject of "The Regeneration of a New Birth." Last night he preached at the Guthrie avenue church on the subject of "Personal Salvation."

Wednesday evening prayer services will be held at the Third Street Methodist church and at Guthrie Avenue Methodist Thursday evening.

## At Grace Church.

At Grace church yesterday it was announced that the annual fall outing and barbecue for the congregation and Sunday school would be held on Saturday of this week, but this arrangement will have to be cancelled on account of the Fair, and the impossibility of obtaining cars for

transportation. The outing is therefore postponed until some time in October.

Morning services were held for the first time at Good Shepherd House yesterday, but will be held regularly hereafter at 10:45.

## Broadway Methodist.

Large and interested congregations marked both services at the Broadway Methodist church yesterday. Dr. Sullivan preached in the morning on "The Misdemeanor of Eli," and gave a number of pertinent practical truths for home government. At the evening hour he spoke on "Our Moral and Spiritual Assets and their Values." The sermon was one of convincing earnestness and spirituality. The music at both services was fine. Miss Edith Thomas was the soloist in the morning, and Mrs. Edgar Lyle at night.

There will be service tonight at 7:30 o'clock and every night this week, in preparation for the Torrey meeting which begins next Sunday at the Auditorium rink.

## Announcements.

The Mite society of the German Evangelical church, will meet Thursday afternoon at 3 o'clock, October 6, with Mrs. Georgia Bayer, of Fifth and Monroe streets. The meeting was postponed from September 29.

The regular Bible School Conference of the Tenth Street Christian church, will be held at the church at 7:30 o'clock tonight.

The Luther league, of the German Lutheran church will meet Thursday afternoon at 3 o'clock with Mrs. Frederick Kahre, of Fourth and Tennessee streets.

The choir of the First Presbyterian church will assemble at the First Christian church after the service Thursday evening for practice for the Torrey revival.

Only one service will be held at the First Baptist church this week, in preparation for the revival beginning next Sunday.

YOU DON'T HAVE TO WAIT. Every one makes you feel better. Laxo keeps your whole insides right. Get on the Money-Back plan everywhere. Price 50c.

## WATER TERMINALS

(Continued From Page One.)

Lighterage service in the harbor and other private interests 74 per cent. In the last division there is a considerable frontage occupied by industrial concerns, notably chemical, ice, and fertilizer companies. There are two or three large dock companies, with considerable holdings, and with a number of wharves, some of them having extensive connections.

After the great fire of 1904 the city entered upon an active municipal wharf policy under the direction of the harbor commission, aided by the burnt district commission. The plans called for the construction of a large wharf, with an additional bulkhead frontage, and the widening of adjacent streets. Up to 1910 there had been expended in the acquisition of water front, in widening streets and in construction of piers about \$8,500,000. Five of these piers have been completed. Apparently four of these have been leased to private parties for terms of fifty years each. The city holdings, apart from this new municipal pier system, are much scattered. There are at least three open piers.

Much of the Norfolk city-owned frontage is under practically perpetual leases at low rates to railroads, water lines, and industries. Railroads and steamship lines control a very large proportion of the Norfolk frontage; the Seaboard Air Line owns the greater part of the wharf frontage at Portsmouth. There is a marked insufficiency of independent wharf front. There is no open public pier at Norfolk.

As a rule, there is very little municipal ownership of water front in these ports. At Portland, Me., the water front is all private, about one-half of it owned by railroads. At Bangor the frontage is nine-tenths private, and much of it railroad holdings. At Providence the developed frontage is practically all private, with a very large railroad frontage, and many of the wharves occupied by industrial concerns. There are no "open" piers. A large proportion of the best harbor frontage of the ports of Long Island Sound is owned or controlled by the New York, New Haven and Hartford Railroad company, largely through its subsidiary rail and water lines.

At New London, Conn., there is practically no city frontage, most of it being under railroad control. Most of the important New Haven frontage is railroad-owned, and this is even more true of Bridgeport, Conn. On the Hudson river, the Albany frontage is chiefly private, much of it railroad. At Troy, N. Y., the city owns only narrow street ends; the rest is mainly industrial. The Hudson river frontage in general, at the chief cities, is mainly private, being largely held by steamship lines, railroads, and industries. The frontage of Burlington, on Lake Champlain, is nearly all railroad. At Wilmington, Del., as above noted, the city owns and has improved an important part of the frontage. At Trenton, N. J., the city owns none of the frontage on tidewater. On the Delaware river, water lines own and lease a considerable number of piers. At Washington, D. C., there are about 7½ miles of available water front, about two miles actively in terminal use, of which the District of Columbia owns a large proportion. This is leased, usually for short terms. The total wharf rentals for 1907 were \$17,247.52.

Richmond, Va., is exceptional, in that none of its frontage is owned by railroads. The city owns about 11 per cent of the frontage. At Wilmington, N. C., there is considerable frontage occupied by railroads. At Charleston, S. C., practically all the best frontage is controlled by the Charleston Terminal company, which concern is controlled jointly

subject of a number of instructive reports by various commissions. At present there is very little public control of the effective water front and terminals.

Ownership.—The striking fact about Philadelphia is the ownership of the frontage. The city owns less than 8 per cent of the developed Delaware river frontage, and its holdings are mainly narrow and practically unavailable street ends. The city has 10 general piers on the Delaware, which is the important frontage. Out of over 3,500 feet owned by the city on that river, only 1,400 are not leased. It also owns 5 ferry piers on the Delaware. On the Schuylkill it owns about 6,300 feet out of about 78,000.

The railroad holdings are very large. Of nearly seven miles of the most highly developed part of the Delaware river frontage, railroads own over 45 per cent and occupy still more. On the Schuylkill they own about 9,500 feet. All but one of the trans-Atlantic steamship lines use the railroad terminals. Coast and river lines own, lease, or occupy 15 piers. There is considerable active frontage controlled by industrial concerns.

The attitude of the railroads as to their frontage holdings has been highly exclusive and adverse to general water traffic. Railroads, as a rule, refuse any use of their piers for freight not going over their particular lines and oppose independent lighterage. Thus, lighters can not come to a railroad pier to get freight for independent water or rail lines. The results are important, in view of the extensive railroad control of the water terminals. Most of the intraharbor transfers, therefore, are by railway switching or by grays, thus reducing the co-ordination by water. Another result is that there is almost no pier room for independent or tramp vessels.

The Philadelphia situation has long been one of almost complete absence of public control of the water terminals, and of dominance of water terminals by railroads, affecting unfavorably general water traffic as distinguished from exclusive water lines affiliated with railroads.

Baltimore is also one of the so-called "Atlantic ports" (Boston, New York, Philadelphia and Baltimore). It is a river harbor, closely connected, however, with Chesapeake Bay. It has a very large through trans-Atlantic traffic, giving it an important "commercial" function, and has also a very considerable industrial use.

Its organization is rather above the average. There is considerable separation of the two prime functions.

Ownership.—Of the entire harbor frontage, the city now owns 9 per cent, the railroads 17 per cent, and other private interests 74 per cent. In the last division there is a considerable frontage occupied by industrial concerns, notably chemical, ice, and fertilizer companies. There are two or three large dock companies, with considerable holdings, and with a number of wharves, some of them having extensive connections.

The administration is divided into three parts. The state board of commissioners for the Orleans levee district has control over the construction and maintenance of protective levees (earthen embankments to prevent overflow of the river). The state board of commissioners of the port of New Orleans constructs, maintains and regulate the public wharves and sheds. The Belt railroad commission (a municipal board) has built and operates a belt railroad along the entire water front, about 10.18 miles in length, with about 400 industrial sidings or spurs, and makes 17 dock wharf and export switch connections. It is intended thus to encircle the entire city with a total main-line track of about 22 miles. The plan provides that this railroad shall connect practically all the important wharf frontage with all the trunk lines entering the city, and with many industrial establishments. This railroad, in work already completed and in extensions definitely provided for, is the best example in the country of a practical co-ordination of rail, industrial and water business for the benefit of the entire community. A merchant or manufacturer on any part of the line of the road can receive or send shipments, by direct connection, over any part of the entire transportation system, rail and water, of the whole city, entering all the trunk lines. The public ownership and management of this belt line prevents undue control of a given industry or section by any one railroad.

The excellent public wharf and shed equipment along the water front appears to be constructed and maintained with remarkable efficiency. The work of constructing wharves and sheds is still in progress.

Most of the public wharves and sheds are "open." Very few leases of any considerable length are made, so that the water front is available for general traffic on a system of dockage charges.

The city receipts from wharves, sheds, harbor dues, etc., for 1909, were \$360,662.08. Out of these total receipts there was derived from dockage about \$269,000, and from the use of sheds about \$45,000. The expenditures were \$233,182.72.

Ownership.—The city owns the greater part of the active frontage. There are also large railroad-owned terminals, especially the enormous and highly developed docks of the

by the Atlantic Coast Line and Southern railway. At Savannah, Ga., the frontage is mostly private, the best of it being owned by railroads. At Augusta, Ga., the city owns all of the Georgia frontage. Jacksonville, Fla., is an important port, and at present is considerably congested. The city owns only street ends, and there are important railroad terminals and holdings here.

It thus appears that a very large proportion of the active terminal frontage along the Atlantic coast is held by railroads. In many cases this control is used to hinder the development of the rival water system. The legal status of such control has not been developed as far as might be expected, but certain interesting cases have been decided, notably that of Indian River Steamboat company vs. East Coast Transportation company, 28 Florida, 387 (1891), at Indian River, Fla., where the supreme court of the state held that a railroad with tracks on docks owned by it can not "select one connecting line of boats and exclude all others from doing business with it." At Pensacola, Fla., where the Louisville & Nashville railroad has important water terminals, in the case of West Coast Naval Stores company vs. Louisville & Nashville Railroad company, 121 Fed. Rep. 645 (1903), that railroad attempted to limit the use of one of its large wharves to an affiliated water line. The United States circuit court of appeals held that the previous use of the wharf, and the location thereof, rendered it public; that the wharf, being a quasi-railroad terminal, was in substance affected by the same public use that applies to the ordinary railroad terminal. (See also the case of Harrington vs. Commercial Dock company, described under Tacoma, p. 244.)

The doctrines laid down in these cases, while as yet of comparatively narrow practical application, may have a further development of considerable importance in terminal control.

## Gulf Coast Harbors.

Traffic conditions in the harbors of the Gulf of Mexico are somewhat different from those on the Atlantic coast. The commercial function is more prominent; several of the leading ports are chiefly noteworthy as the terminal of southern and western railroads, and have an exceptionally large proportion of through freight between the interior and foreign countries.

New Orleans is one of the most important as well as one of the most interesting harbors in the country, particularly in its advanced terminal facilities, its organization, and its methods of public administration. It is a river harbor, about 400 miles from the gulf, but easily accessible by ocean vessels.

Both the commercial and industrial functions of the harbor are important. It has about 20 miles of publicly owned wharves, over 25 in number, and about 15 large steel sheds and warehouses. There is a very considerable amount of modern transshipping machinery for grain, fruit and coal.

The administration is divided into three parts. The state board of commissioners for the Orleans levee district has control over the construction and maintenance of protective levees (earthen embankments to prevent overflow of the river). The state board of commissioners of the port of New Orleans constructs, maintains and regulate the public wharves and sheds. The Belt railroad commission (a municipal board) has built and operates a belt railroad along the entire water front, about 10.18 miles in length, with about 400 industrial sidings or spurs, and makes 17 dock wharf and export switch connections. It is intended thus to encircle the entire city with a total main-line track of about 22 miles. The plan provides that this railroad shall connect practically all the important wharf frontage with all the trunk lines entering the city, and with many industrial establishments. This railroad, in work already completed and in extensions definitely provided for, is the best example in the country of a practical co-ordination of rail, industrial and water business for the benefit of the entire community. A merchant or manufacturer on any part of the line of the road can receive or send shipments, by direct connection, over any part of the entire transportation system, rail and water, of the whole city, entering all the trunk lines. The public ownership and management of this belt line prevents undue control of a given industry or section by any one railroad.

The excellent public wharf and shed equipment along the water front appears to be constructed and maintained with remarkable efficiency. The work of constructing wharves and sheds is still in progress.

Most of the public wharves and sheds are "open." Very few leases of any considerable length are made, so that the water front is available for general traffic on a system of dockage charges.

The city receipts from wharves, sheds, harbor dues, etc., for 1909, were \$360,662.08. Out of these total receipts there was derived from dockage about \$269,000, and from the use of sheds about \$45,000. The expenditures were \$233,182.72.

Ownership.—The city owns the greater part of the active frontage. There are also large railroad-owned terminals, especially the enormous and highly developed docks of the

Why Cornell's Headache Pills will cure that. 10 cents. Guaranteed by all druggists.

Call for Mass Convention. The Republicans of Paducah, Ky., are called to meet in mass convention at the city hall Tuesday, Sept. 27, 1910, 2 p. m. standard time, for the purpose of nominating a ticket for aldermen, councilmen and school trustees to be voted for at the election November 8, 1910. The viva voce manner of voting will be used, this in pursuant to call Republican city committee.

E. E. BELL, Chairman Rep. City Com.

## The Weather

Weather 12345 789 123  
Forecast for Paducah and vicinity:  
Showers tonight or Tuesday; cooler Tuesday. Temperature today: Highest, 88; lowest, 65.



YOU young fellows who want something distinctive—different from the great host of clothes wearers—will be interested in our demonstration week exhibition.

Just drop in to see patterns and styles you won't find in the ordinary stores. Some are imported clothes, all are those genteel patterns that attract attention by their value.

\$20 to \$40

**ROY L. GUILLEY & CO.**  
415-417 BROADWAY  
OUTFITTERS TO MEN AND BOYS

## OWNERS OF Pianos.

We are pleased to announce that we have secured the services of Mr. Girardey to do piano tuning and repairing for ourselves and customers, during the time he remains here.

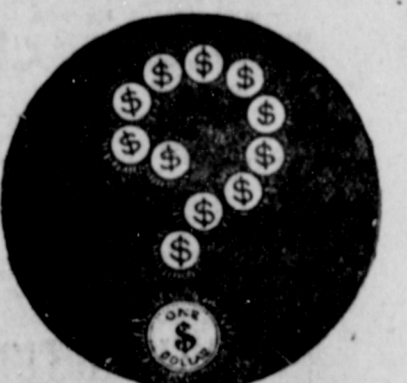
Mr. Girardey needs no introduction in this city, having been engaged in the manufacture of pianos for many years, and lately with the "Steinway" Co., on the Pacific coast, as an expert action regulator, where he returns shortly. Workmen of his experience and exceptional ability are rarely obtainable outside the large manufacturing centers, and therefore we will divide his time with our customers.

Respectfully,  
O. D. McLAUGHLIN,  
311 Broadway.

Telephones, Old, 573; new, 1101.  
Remember the Everett Piano is represented by me, also a full line of pianos, player pianos and organs, at the lowest prices, quality considered.

Mr. Leslie Warren left yesterday for Dayton, O., where he will attend St. Mary's college.

The Rev. G. B. Smalley is leading a revival at Ripley, Tenn.



## The Burning Question

Is the money question. It's on most people's minds. Have you ever given it a thought? What are you doing with your earnings? Letting it go each week with nothing to show for it? You should put a stop to that at once by opening a savings account at our bank, and at the end of the year you have something to show for your labor, and the best time to start is right now.

## THE FIRST NATIONAL BANK

Will be Pleased to Have Your Account.  
CAPITAL ..... \$150,000  
SURPLUS ..... \$215,000

## Tailors Wanted

1 Assistant Cutter,  
1 First Class Coat Maker  
1 Bushelman,  
1 Man to Help in Dry Cleaning.  
**HARMELING**  
The Tailor



## Ladies' Wool Skirts

Special This Week

\$3.50

Black or blue all wool Panama Dress Skirts, two styles to choose from; new fall models. This skirt is worth \$5.90. We offer for this week special at

\$3.50

## At Rudy's

### THE LOCAL NEWS

—GET IT AT GILBERT'S.  
—Dr. Gilbert, Osteopath, 442 Broadway. Phone 196.  
—Rubber stamps, seals, brass stencils, etc., at The Sun office.  
—Free city and farm real estate price list. Whittemore, Fraternity building. Phone 828.  
—Sign writing. G. R. Sexton. Phone 401.

—Dalton Dye Works have moved to 114 South Fifth street.  
—"Evergreen brand" Plant Food, cures sick plants, makes all plants grow. Brunsen's, 529 Broadway.  
—Dalton Dye Works have moved to 114 South Fifth street.

—Dr. Voris has returned. Phone 251. Fraternity Building.  
—We serve Booth's oysters, day and night. Buchanan's restaurant, 219 Kentucky avenue.

—High grade sample shoes. Just received 600 pairs Burt & Packard and Crosmetts, all latest shapes and toes; \$5 and \$6 shoes for 30 days only at \$2.50 a pair. Ike Cohen's, 106 South Second street.

—Miss Compton's school will reopen on Monday, October 3.  
—Mrs. Lela Wade Lewis will receive pupils for vocal instruction on and after Monday, September 26th.

—Miss Gertrude Scott will open a class in china and water color painting about October 1st. Telephone 1500.

—Mrs. Mary Wade has been removed to her home in Metropolis, Ill., from Riverside hospital.

—Mr. Emerson Bennett, who was injured Wednesday, was removed to his home from Riverside hospital this afternoon.

—Mrs. Rush, of Metropolis, is ill at the home of her daughter, Mrs. E. J. Pettit, Twelfth and Trimble streets.

—Mr. and Mrs. Don Ballowe, 1104 Trimble street, are the parents of a fine boy baby.

—Gailther Herring, 423 South Third street, is recovering from a dislocation of his hip. Mr. Herring stepped from the steam chest to the pilot of his engine at Lexington, Tenn., and fell, dislocating his hip.

—Mrs. George Roberts, 314 Ohio street, is critically ill of typhoid fever, and is not expected to survive until tomorrow.

#### Notice to Stockholders.

Meeting of the stockholders of the Langstaff-Orme Manufacturing company will be held at their office at the plant October 8, 1910.

GEO. LANGSTAFF, Pres.

### SATISFACTION OR Your Money Back

It's not "Your money or your life" at Gilbert's.

When you buy ANYTHING here, no matter what it is, if you are not thoroughly satisfied with it we WANT you to have your money back. All you have to say is, "It was not satisfactory and I want my money."

And there are no strings to this policy, either.

Next Time—  
All the Time—

"GET IT AT GILBERT'S"

**GILBERT'S**  
Drug Store

Fourth and Broadway.  
Both Phones 77.

### IN SOCIAL CIRCLES

**Kitchen Shower for Ramsey Society.**  
The Ramsey society of the Broadway Methodist church will have a Kitchen Shower on Friday evening from 8:30 until 10:30 o'clock in Wesley Hall of the church. The society will receive during the hours and any gifts which can be used in furnishing the Ramsey kitchen of Wesley Hall will be welcome. It will be a pleasant social occasion and all friends are cordially invited.

**China Wedding Reception.**  
Dr. Philip H. Stewart and Mrs. Stewart will celebrate the twentieth anniversary of their marriage on Saturday evening, October the first, with a reception from 8 until 12 o'clock at their home 226 North Ninth street. Formal invitations have been issued and it will be a prominent social event.

**Art Department Initial Program.**  
The Art department of the Woman's club will have the first meeting for the season at the club house on Saturday morning, October 1, at 10 o'clock. The program will introduce English art as follows:

Early paintings in England. Mrs. W. L. Brainerd; Holbein and his English pictures, 1497-1542, Mrs. H. S. Wells; Sir Peter Lely's pupils influence, 1618-1689, Mrs. Sidney Leeb.

**Bill Smith.**  
Miss Hattie Dill and Mr. Charles Smith were married at 7:15 o'clock Sunday evening at the home of the bride's parents, Mr. and Mrs. Samuel Dill, 724 South Sixteenth street by the Rev. J. B. Pearson, pastor of the Third Street Methodist church. Only relatives and a few intimate friends were present. Miss Dill is a popular young woman and Mr. Smith is a machinist at the Illinois Central railroad shops.

**Secretly Married for Several Days.**  
Miss Essie Sisk and Mr. Jeff C. Bell announced to their friends yesterday that they were married secretly Thursday evening. The couple left last night for St. Louis, where they will remain for several days before going to Albuquerque, N. M., to spend a month. The ceremony was pronounced Thursday evening by the Rev. M. E. Dodd, pastor of the First Baptist church, at his home, 930 Jefferson street. The ceremony was witnessed by only a few friends. They will spend a month in Albuquerque, the home of the bridegroom, and will return to Paducah to reside. The bride is the eldest daughter of Mr. and Mrs. George W. Sisk, of Tenth and Jackson streets, and an unusually attractive young woman of the brunette type. She has a host of friends in the city to whom the news of her marriage will be a pleasant surprise.

**Deeds Filed.**  
R. M. Allen to B. Skinner, of Kuttawa, property in the county, \$1.

### NEWS OF COURTS

**In County Court.**  
Mrs. Lillian M. Crow qualified as guardian of her daughter, Lillian W. Crow, eight-years-old. She executed a bond of \$16,000. She is the widow of Will Crow, who was accidentally killed several weeks ago.

**In Bankruptcy.**  
A meeting of creditors in the case of Thomas D. Smith, a bankrupt of Murray, was held Saturday afternoon before Referee E. W. Bagby. The purpose of the meeting was to give the creditors an opportunity to show that the bankrupt should have given in more assets.

**Deeds Filed.**  
R. M. Allen to B. Skinner, of Kuttawa, property in the county, \$1.

### MANAGER CARNEY

(Continued from Page One.)

Princes, "The Soul Kiss," "The Girl and the Man." The Savage production of "The Merry Widow" will return.

Blanche Walsh in her new play will be an attraction of unusual merit while "The Lottery Man," one of last season's most successful comedies, will come during January.

Al G. Fields will play his annual engagement here in November. Al H. Wilson in a new play and "Polly of the Circus," will be early visitors.

The old time melodrama, which was once very popular in Paducah and throughout the country, has lost favor with playgoers. During the last two years few of these popular priced attractions have played to profitable business in Paducah or elsewhere. Bookings at the Kentucky have been refused to practically all of those touring the south this season.

**A Change in Prices.**  
I believe an innovation that will please our patrons will be the offering of many fine plays competently acted at top-prices of a dollar, and many good seats will be available at fifty and seventy-five cents. Among these plays are many that have never before been offered at less than a dollar and a half, such as "The Man on the Box," "The Man of the Hour," "The Thief," "The Squaw Man," "Just Out of College," "Arizona," "Ishmael," "Les Romanesques," and "The House of a Thousand Candles."

Producers are gaining confidence and the bad conditions that have prevailed for the last year appear to be slowly but satisfactorily adjusting themselves, and we have every confidence that we will be able to announce before long the engagement of many other attractions of the first rank.

**Young Ladies' Society.**  
The Young Ladies' society of the First Presbyterian church will meet Tuesday afternoon at 3 o'clock with Miss Sarah Rogers, 201 Fountain avenue.

Pueblo, Col., Sept. 26.—The stage was set today at the irrigation congress for a renewal of the same fight between the advocates of federal and state control of natural resources that rent the conservation congress in St. Paul. It is expected Colorado will urge resolutions to criticize the government plans to complete the \$9,000,000 Elephant Butte irrigation project in New Mexico. New Mexicans and Texans favor the project.

**Young Ladies' Society.**  
The Young Ladies' society of the First Presbyterian church will meet Tuesday afternoon at 3 o'clock with Miss Sarah Rogers, 201 Fountain avenue.

Pueblo, Col., Sept. 26.—The stage was set today at the irrigation congress for a renewal of the same fight between the advocates of federal and state control of natural resources that rent the conservation congress in St. Paul. It is expected Colorado will urge resolutions to criticize the government plans to complete the \$9,000,000 Elephant Butte irrigation project in New Mexico. New Mexicans and Texans favor the project.

**Young Ladies' Society.**  
The Young Ladies' society of the First Presbyterian church will meet Tuesday afternoon at 3 o'clock with Miss Sarah Rogers, 201 Fountain avenue.

**TYPEWRITERS REPAIRED**  
Call Old Phone 838-r

**TYPEWRITER RIBBONS, SECOND HAND TYPE-WRITERS FOR SALE.**

**EYE SEE JEWELRY & OPTICAL CO.**  
323 Broadway.

### We Dye or Clean Anything

Curtains, Draperies and Hangings of Satin Brocade, Damask, Velour, Chenille and Tapestry, as are all the little knick-knacks used in the dressing room, such as bureau scarfs, couch and table covers, etc., are dyed and cleaned the "DEMERT" way.

**DEMERT'S**  
Model Steam Dye Works  
109 South Third Street.  
Old Phone 236-R. New Phone 236.

George, Ben and Phillip Wallace and Lucien and Henry Burnett left today for Alexandria, Va., where they will attend the Episcopal High school.

Mrs. Nicholas Cox, of Cairo, is visiting Mrs. E. G. Stamper. Mr. and Mrs. L. Barnes, of Jackson street, have gone for a tour of the west.

Mr. and Mrs. James Cooper, of Hopkinsville, are visiting Mr. W. H. Riecke, 1710 Kentucky avenue. Mr. and Mrs. F. D. Rhey, 1115 Jackson street, have gone to Oklahoma and Texas for a trip.

Mrs. Walter Vaughan, of South Seventh street, is visiting in Dyeburg.

Miss Emma Ellis Boyd left today for Cincinnati, where she will attend Oak Hurst collegiate school.

Mrs. Vincent Calvo has returned from Bolivar, Mo., where she spent the summer with her parents, Mr. and Mrs. C. H. Fisher. She was accompanied home by her sister Miss Lucy Fisher, who will be her guest at The Shamrock.

Mrs. Frank Riecke and little daughter, Jacquelyn have gone to Montgomery, Ala., on a visit to Mrs. Riecke's sister, Mrs. Sayre.

Mrs. Cecil Gillan and two sons, of Memphis, have returned to their home in Memphis after a visit to Mr. and Mrs. E. W. Whittemore.

Mr. and Mrs. S. T. Jackson have returned to their home in Vicksburg, Miss., after a visit to relatives in the city.

Mr. and Mrs. T. D. Rhea and Mr. and Mrs. R. D. Barnes left Saturday for Oklahoma to visit.

Mr. and Mrs. Clarence Goodman have returned from Cincinnati and Louisville.

Mrs. M. A. Ross and grand-daughter Miss Louise Ross, of Murphersboro, Ill., have returned home after a visit to Mrs. Martin Smith of 531 North Fifth street.

Messrs. B. Guedry and J. S. Bondurant left Sunday for Louisville on business.

Mrs. Charles DeWerthern, of St. Louis, who has been visiting her parents, Mr. and Mrs. H. A. Petter, of South Fifth street, will return home tomorrow morning. She will be accompanied by her sister, Miss Rosalie Petter, who will attend Monticello at Godfrey, Ill.

Miss Alice Compton has returned from New York and is spending several days with Mrs. J. A. Rudy.

Mr. and Mrs. L. B. Ragan have returned from Cincinnati, Newport and Lexington. They were accompanied home by Miss Virgil Stevens, of Lexington.

Mr. Robert Reeves and Mrs. Edson Hart returned this morning from Kenosha, Wis., after visiting Miss Azilee Reeves, who is improving rapidly.

Mr. Ed Ovey left this morning for St. Charles and Princeton on business.

County Judge Alben W. Barkley returned this morning from Mayfield, where he spent Sunday with relatives.

Mr. W. B. Kennedy left this morning for Murray on business.

Mr. Ed Renfro left this morning for Dawson Springs on business.

County Judge T. W. Patterson returned to Murray this morning.

Mr. Thomas Hall left this morning for Princeton on business.

Mrs. Ollie Powell and Mrs. Jennie Faudell, of Metropolis, are visiting Mr. and Mrs. John W. Fry, of Melber.

Mr. and Mrs. Clem Blech have returned to Jackson, Tenn., after a visit to Magistrate and Mrs. John J. Blech.

Mrs. Lula Lincoln, a nurse at Riverside hospital has returned from Weeklife after spending her vacation with relatives.

Mr. and Mrs. J. D. Sowers have returned to their home in St. Paul, Minn., after a visit to Mr. and Mrs. J. J. Blech.

Mrs. A. W. Wright, of South Fourth street, returned yesterday from Beechwood, Ind., after a several weeks' visit to relatives.

Miss Frances Gould, who has been for a year with her sister, Mrs. L. L. Buck, at Hastings-on-the-Hudson, N. Y., has returned home and will be the guest of Miss Elizabeth Nash, Jefferson street, until the Gould home on Clark street is re-opened.

Mrs. Elbridge Palmer will arrive from New York to join her sister early in October.

**COLORED EVANGELIST HERE IS A WOMAN.**

Nearly 2,000 people heard the Rev. Lena Mason, (colored) the noted woman evangelist, at the auditorium on Tennessee and Eighth streets last night. Probably the Rev. Mason is the most widely known of all the evangelists of her sex. Her preaching is plain, practical, earnest and forcible. She is unusually gifted in word painting and aptness of illustration. Her sermons are invariably prefaced with timely advice to her people. The meetings will continue several days, and those who fail to attend will miss the opportunity of hearing a most instructive and eloquent speaker.

**Restaurant Slang.**  
"Chicken croquettes," says a customer. "Fowl ball!" shouts the waiter.

"Hash," says a customer. "Gentleman wants to take a chance!" shouts the waiter. "I'll have hash, too," says the next customer. "Another sport!" shouts the waiter. New York Evening Sun.

Freddie—Why do they call him the middle man, dad?  
Cobwigger—Because he gets a rake-off from both ends.—Life.

### LADIES

We have just received a new lot of Beaded Pumps that are beautiful Suede, Buck and Dull Kid. Let us show you.

**GEO. ROCK SHOE CO.**  
321 Broadway

### SHOOTING CASE ON SOUTH FIFTH

**FLORENCE JOHNSON FINED FOR DISORDERLY HOUSE.**

**Lee Walston Held on the Charge of Shooting C. W. Welch.**

**FIGHT WAS OVER A WOMAN**

C. W. Welch was shot through the hand and Lee Walston, a bartender, was struck over the head with a Joker late last night at a house run by Florence Johnson, 926 South Fifth street, when the two are alleged to have fallen out over a woman.

The trouble is said to have started about 11 o'clock when Walston, it is said, went to the woman's home, where he found Welch. According to the police, Ona Watson, sister of Florence Johnson, is a friend of Walston, and when he entered the house Welch is said to have made some remark about the treatment Ona had received from Walston.

Walston is said to have left and, securing a 32-caliber revolver, returned a few minutes later and confronted Welch. A shot was fired by Walston, the bullet causing only a flesh wound in the palm of Welch's left hand. Welch is then accused of grabbing a poker and striking Walston over the right forehead. An alarm was sent in to police headquarters and Police Sergeant E. H. Cross and Patrolman W. C. Rickman hurried to the house in the police runabout from No. 4 fire station, Tenth and Jones street, where they were at the time.

Welch had disappeared. Walston was arrested on a charge of malicious shooting and wounding with intent to kill and Florence Johnson was taken into custody, charged with running a disorderly house. At police headquarters they were recognized to appear for trial this morning. Welch surrendered on a charge of malicious assault and was released on his recognizance. The cases were continued until next Monday morning in police court this morning.

The Johnson woman was fined \$25 for running a disorderly house. Exact facts as to the origin of the trouble could not be ascertained, as both Walston and Welch refused to make statements.

Welch was formerly a clerk at the exchange of the Palmer Transfer company in the Palmer House, until August 25, when he was arrested here on a forgery charge against him in Davidson county, Tenn., and conveyed back for trial. He recently returned to Paducah. Walston tends bar at the saloon of Dan Galvin, Fifth and Norton streets.

After court this morning both Walston and Welch shook hands and talked and were apparently on good terms.

### HOOKS WIN

**BENEFIT GAME AT WALLACE PARK GROUNDS.**

**Five to Three Score in Last Game of Season for Indians.**

The B. B. Hooks put one over on the Indians yesterday afternoon when they won the benefit baseball game by a score of 5 to 3. The game was well played with the features about evenly distributed. The leaguers were completely fooled by the twisters of Pat Runyan, who took a turn at his former teammates. Lee Hart pitched for the leaguers, but was hit by the Hooks when a score was needed. In the fourth inning the Indians got on run, but in the sixth inning Runyan walked, and consecutive hits by Williams, Carroll and Hanners brought in two scores. The Hooks refused to yield the lead and won the game.

The score:  
R H E  
Hooks . . . . . 5 7 1  
Indians . . . . . 3 7 2  
The teams lined up: Hooks—Brahic, c; Runyan, p; Evans, 1b; C. Harper, 2b; Hanners, 3b; Cox, ss; G. Harper, lf; Carroll, cf; Williams, rf. Indians—Block, c; Hart, p; Taylor, 1b; Brahic, 2b; Mercer, 3b; Robertson, ss; Warden, lf; Gwin, cf; W. Block, rf.

**DR. I. B. HOWELL**  
DENTIST  
Columbia Bldg. Phone 221.

### WANT ADS.

**NOTICE TO LODGES AND CHURCHES.**

Hereafter The Sun's advertising rates for lodges and churches, charity organizations and societies will be the same as to all other advertisers. Also, on account of difficulties in making collections from many of these accounts, all publications of this character must be accompanied by the cash.

**WANTED**—Clean rags. Old phone 1641; new phone 359.

**A GOOD MULE** for sale or trade for mare or colt. Old phone 593-3.

**FOR SALE**—New gasoline launch hull, 1086 new phone.

**FOR SALE**—One bay mare. Old phone 660.

**DIAMONDS** on easy payments. Eye See Jewelry Co., 315 Broadway.

**FOR RICH** dirt and clinders call HIN & Karnes Brick Co.

**VISIT** the Market restaurant 123 South Second.

**FOR SALE**—Cooperage wood, \$1.50 per load. New phone 2258.

**BEATS THEM ALL** on prices. Williams Furniture Depot, 501 So. Third. New Phone 981a.

**FOR RENT**—Apartment in flats, 603 North Sixth street, Geo. Rawleigh.

**FOR RENT**—One apartment San Souci apartments, 308 North Ninth street. See W. E. Cochran.

**WANTED**—You to bear in mind that Bradley Bros. are sole agents for Old Taylor Coal.

**FOR SALE**—Small grocery, cheap. Doing good business. Call 712 South Fifth.

**UMBRELLAS** covered while you wait. Eye See Jewelry Co., 315-323 Broadway.

**FOR SALE**—Cheap, one sulky and boots; one good brood mare. Apply 223 South Ninth.

**FOR RENT**—Three rooms, furnished or unfurnished. Apply 1720 Madison.

**CROCHETED Caps and Sacks** for babies, made to order. Call 619 South Sixth.

**YOU SAVE** time and money when you eat your lunch at the Market restaurant, 123 South Second. C. W. Page, Manager.

**WANTED**—Agents for Paducah to sell direct from factory to wearer, excellent proposition. Box 292 Clifton Heights, Penna.

**UNION LABEL** men's, ladies and children's shoes and Stronger than the law men and boys' Star Brand shoes. Runge's Shoe store.

**YOUR LACE** curtains need cleaning. You will make no mistake in sending them to the Star Laundry. Phone 200.

**WE WASH** lace curtains very carefully. Get them cleaner and whiter than you could at home. Star Laundry. Phone 200.

**S. H. HOSTEN**, Dyeing, pressing, renovating, French dry cleaning. Work called for and delivered. Club \$1.00 per month. Old phone 338-A.

**FOR RENT**—Furnished rooms. Furnace heat. Only three blocks from postoffice, 407 North Fifth street. Old phone 1573-r.

**WANTED**—You to give Old Taylor Coal a trial. We guarantee to please you. Bradley Bros. 339 both phones.

**FOR SALE**—Two pool tables and one piano in good condition, cheap for cash. Apply W. M. Humbles, Seventh and Adams.

**WANTED**—To furnish your umbrella with a new cover or handle. W. N. Warren, jeweler, 403 Broadway.

**PHAEOTON WANTED**—Second hand phaeton and harness in good condition. Must be bargain. Address phaeoton, care The Sun.

**FOR RENT**—Seven room cottage, with bath and modern improvements. Twenty-fourth and Jefferson. Ring old phone 287.

**WANTED**—You to remember when placing your order for coal that Old Taylor Coal is by test the best and at the same price of the other inferior coals sold on the Paducah market.

**WANTED**—Hats to clean. Gent's suits pressed 40c. Suits steam cleaned or dry cleaned from \$1.25 to \$1.50. French Cleaning and Pressing Co., 113 South Fourth street. New phone 480.

**WE STARCH** lace curtains. Just the degree of stiffness that makes them hang nicely, and dry them upon frames that make them square, and stretch them smooth and even. Star Laundry. Phone 200.

**"BATTling FOR THE RIGHT"**—The life story of Theodore Roosevelt, authentic, up-to-date. Great money maker. Liberal terms. Outfit free. Universal House, 1012 Arch street, Philadelphia.

**LEARN THE BARBER TRADE.**—It's easy. Good field for our graduates. Our diplomas are recognized everywhere. Established 1893 all leading cities. Wages while learning. Few weeks required. Catalogue mailed free. Moler Barber College, St. Louis, Mo.

**SALESMAN WANTED**—Permanent position. A wide-awake salesman to act as selling manager and general salesman for our product in Paducah, Ky., and vicinity. Address with bank or business firm reference, Diagraph Carbon Paper company, Drury Building, Philadelphia, Penna.

## IT IS School Book Time Again and WILSON'S BOOK STORE

is the  
Right Place to  
Buy

You can get any books needed, you get more pencils than elsewhere, you get better ink, you get heavier drawing paper, you get bigger tablet values and you get a square deal in every transaction.

A special sale of Sheet Music is now on and we offer the Standard Classics at 5c a copy. These sold heretofore at 25c.

**D. E. WILSON**  
313 Broadway.

**WANTED**—Cheap horse for Delivery wagon, 428 South Third.

**FURNISHED** front rooms. Modern conveniences. 124 South Seventh.

**FOR RENT**—Apartment Hecht flats. Phone 2197.

**FURNISHED ROOM** for rent, 803 Madison. Gentlemen preferred.

**FOR RENT**—Small, comfortable servant's room. 314 North Sixth.

**FOR RENT**—Five room cottage. Modern conveniences. 1048 Monroe. Phone 725-r.

**FOR RENT**—2 large front rooms, with bath and electric lights; close in; reasonable. 314 N. 6th.

**FRONT ROOM** for rent with or without board. Phone 1949, 421 South Sixth.

**WANTED**—Position by expert stenographer. No. 1 references. Stenographer, care Sun.

**LOST**—Bracelet, Tuesday. Return to C. J. Kiger, 312 South Fifth. Phone 28



## WATER TERMINALS

(Continued From Page Four.)

Illinois Central. Six miles below New Orleans, at Port Chalmette, there is a private concern, the large New Orleans Terminal company, with a belt railroad of considerable length, and important holdings (not water front) in the city. Railroad terminals extend to a considerable length along the opposite or southern bank of the river.

In general, the physical conditions, control and organization of the harbor of New Orleans are worthy of careful study by other municipalities, as an example of a modern system of a well-equipped and co-ordinated harbor with a high degree of public control.

### Pensacola.

This is an important railroad terminal. The harbor is chiefly commercial, for the trans-shipment of through rail-water freight. Its industrial use is comparatively small. There are a number of modern railway wharves, with considerable warehouse room, and excellent transshipping machinery, especially for coal, grain, lumber and phosphate. In most cases these wharves have on them many tracks, allowing direct transshipment between car, vessel and warehouse. Some frontage is owned by the city. Most of the active water frontage is railroad owned. There is no general rail-water co-ordination.

### Mobile.

This is a river harbor, closely connected, however, with Mobile Bay. Its use is mainly commercial, as it is an important and growing railroad terminal for the trans-shipment of through rail-water freight. The railroad wharves, which comprise most of the wharf equipment of this harbor, are good, being about eight or ten in number. There are some seven or eight good railway warehouses and three city warehouses. The transshipping machinery on the railway wharves is excellent. The only rail-water co-ordination is in connection with the through rail shipments. Railroads own a large part of the frontage. The city owns 1,500 feet of the improved frontage in all. There are three docks open to all business.

### Port Arthur.

This is a new but important railroad terminal. The harbor is almost exclusively a commercial one. It has a large number of good wharves, with some warehouse space, and excellent mechanical equipment for transshipping coal, lumber, oil and cotton.

### Galveston.

This is a very important railroad terminus. The harbor is mainly commercial in function, and fairly well organized. There are about 7 miles of dockage space, with a considerable equipment of warehouses. There are about 20 piers and 2 elevators. The railroad wharves have an excellent equipment for transshipping machinery.

Most of the active frontage is owned by the Galveston Wharf company, and the city owns about 24 per cent of the capital stock of this company. How effective such interest is in producing any public control of that water front is not entirely clear.

There is no general belt-line connection with the local industries, but the trunk-line railroads have excellent co-ordination with their own piers. There are about 30 miles of tracks on the piers and sheds of the Galveston Wharf company, connecting with the main railroad lines. There is another important wharf company, the Southern Pacific Terminal company, a subsidiary of the Southern Pacific (Railroad) company, which is also admirably equipped. Both these wharf companies act as public wharves.

### Other Gulf Ports.

Key West and Port Tampa, the main harbor of Tampa, are important ports on the gulf coast. Both of these are primarily large railroad and steamship terminals. There is an unusually good equipment of wharves and transshipping machinery at Tampa.

At Beaumont, Tex., practically all the water frontage is controlled by the Beaumont Wharf and Terminal company, a belt-line railroad with 3.92 miles of trackage, owned entirely by the Atchafalaya, Topeka and Santa Fe Railway company. Its tracks connect all the railroads with the proposed basin at Beaumont. The city has built a \$40,000 wharf on this

basin, with ample trackage facilities.

### Pacific Ocean Harbors.

Terminal conditions on the Pacific coast are somewhat different, at least in theory, from those in the older portions of the country. Some of the Pacific coast states have attempted, with at least partial success, to maintain a general public ownership and control of their water frontage. Thus, the constitution of the state of Washington reserves absolutely from sale a strip from 50 to 600 feet wide on all navigable waters between what are known as the inner and outer harbor lines. The effect of this provision, however, has been considerably reduced by the acquisition of land above high-water mark by private owners, and by a legal provision granting certain preferential rights to such owners to purchase the state property in front of their holdings.

### San Francisco.

This is the most important harbor on the Pacific coast. It is also noteworthy by reason of its advanced policy of public ownership and control of the water front, and its policy of public construction, maintenance, and regulation of the vast majority of the wharves; also because very few of the public wharves are under long leases, and most of the wharves are practically "open," or can be made "open" at need. The active frontage and wharves are practically all owned by the state and are under control of the harbor commission. So far as can be ascertained, only 2 piers are owned by private parties. In March, 1910, out of 177 tenancies granted by the commission on wharves and portions of the seawall (exclusive of ferry terminals) 167 were on the thirty-day permits called "assignments." There were 3 leases from six to eight years, 6 for periods of twelve to fifteen years and one for fifty years. The monthly "assignments" give merely preferential use of the assigned wharf space which is open to others when the tenant is not using it.

This system practically results in "open" wharves all along the active water front, available for use by any vessel, at rates fixed by the commission. It will be observed that this policy is in marked contrast to that of New York. The two cities have followed largely a common policy of public ownership of the frontage and wharves, but New York has subjected a large proportion of its wharf holdings to long-term leases, with a view to a high net revenue derived from lessees. San Francisco on the other hand, keeps its frontage generally open for all traffic, with merely self-sustaining charges paid by the traffic itself.

AT Seattle.—Here the commercial and industrial functions are both important, the former predominating. A considerable advance toward better organization has been made by the recent development of the so-called "tide flats" at the southern end of the harbor, and somewhat away from the central portion of the city, for use as commercial terminals. The state has been dredging and connecting waterways of considerable depth through these tide flats. The use of this part to through rail-water traffic will tend to relieve the congested part of the harbor.

The city owns on the Seattle front certain street ends; about 750 feet where "open piers" are proposed. Practically all the wharves are privately owned by railroad and steamship lines. Railroads skirt the waterfront commercially, and with their affiliated companies control a large proportion of the wharves, warehouses and water lines, as well as a large proportion of the water frontage.

The Northern Pacific railway owns about 16,000 feet of the Tacoma water front, of which 5,000 feet are in the open bay and the remainder of the city waterway. There are a large number of industrial holdings, mostly of lumber concerns, on the water front, with docks and warehouses. Portland is a river harbor, accessible for ocean vessels. It is extensive, used for both commercial and industrial purposes. There is adequate wharf space, in fair condition. There is no belt-line system and no city dock. The frontage is all privately owned, mainly by railroads, with also a large number of industrial wharves.

### Other Pacific Ports.

At Oakland and Sacramento the

wharf equipment is not extensive; there is no belt railroad nor any considerable amount of transshipping machinery. Here, as well as at many other Pacific coast ports, a large proportion of the frontage is owned by railroads. By the consolidation of Los Angeles, Wilmington and San Pedro, Cal., the consolidated city of Los Angeles has brought within its control about 15,000 feet of undeveloped water front, and approximately 180 acres of submerged land, and about San Pedro Harbor. At Wilmington 3,700 feet of municipal frontage are now in course of development, and the three cities have recommended the expenditure of \$10,000,000 in the next ten years for harbor improvements. All of the existing terminal facilities at San Pedro consisting of about 18,000 feet of frontage, are owned by railroads and lumber carriers.

### Great Lakes Harbors.

Most of the important Great Lakes ports were originally, and, as a rule, are still, primarily, river harbors. These rivers are always small, usually winding, and are especially adapted for local industrial terminals rather than for the commercial function of through traffic. As a matter of fact, the industrial function is crowded upon and hampered by the use of such of this congested river frontage for through commerce.

The most important frontage and wharves at Duluth belong to railroads, largely ore carriers. Next important are the terminals of coal companies. The city of Duluth owns wharves. Chicago is a river harbor, chiefly on the Chicago river, supplemented by the Calumet river in South Chicago. The most important part of the harbor is the south branch of the Chicago river, a very narrow and tortuous stream, obstructed with many ridges, causing much delay and many accidents, and an added cost of transportation. There are said to be about 50 bridges on the Chicago river and about 40 on the Calumet. It is claimed that at times the inconveniences of the Chicago river have caused coal and grain rates to be substantially higher to Chicago than to ports similarly situated but with better harbor facilities, and even coal rates higher to Chicago than to South Chicago.

An important addition to the harbor is the Sanitary and Ship canal. The city owns only street ends and about 250 feet of wharves on the south branch of the Chicago river, most of the frontage of this branch is owned by railroads and industrial concerns. Very few of the lake lines own their own terminals. All of the sanitary canal, however, is under public control, with about 70 miles of frontage, which is reserved with the few of providing industrial sites.

The administration of the harbor is unity, being divided among an unusually large number of officials and boards.

Milwaukee is a river harbor with exceptional advantages and with about equal commercial and industrial use. The city owns no wharves of commercial importance. The railroads own a large portion, and much also is held by industrials, especially coal companies. The lake lines usually lease their terminals. Here again appears the neglect of an extensive protected lake front. There is a government breakwater about 200 feet long, protecting an area of 270 acres, which is used as a harbor, but the protected frontage is not commercially used. Suggestions have been made for the development of Jones Island, a long unused strip near the harbor entrance, which has large possibilities, especially for through terminals.

Cleveland.—The city owns very little river frontage, mainly street ends, about a third of the frontage on the river is owned by railroads, with considerable ownership also by industrial companies. In 1872 the state granted to the city 3 miles of the Cleveland terminus of the Ohio canal or city purposes, but this later became the property of the Baltimore and Ohio railroad system.

The city's receipts from water frontage for 1907 were \$3,249.03. Cleveland has spent annually large amounts upon the improvement of its harbor, practically maintaining the channel of the Cuyahoga—a noteworthy case of co-operation with the federal government. Since 1874 it spent about \$2,500,000 on the river.

A government breakwater about 4 miles in length protects about an equal distance of the lake front, with an outer harbor of about 375 acres. Notwithstanding the congested condition of the river frontage, the lake almost no terminal use of the lake front, with only about 4 or 5 piers hereon, chiefly under railroad control. Railroads own or occupy this entire protected front, except about 1,000 feet in front of a city park, and about 1,000 feet used by the city as a pumping station. If properly used, this protected lake front has the possibility of great harbor improvement.

Buffalo is primarily a river harbor. It is the western terminus of the Erie canal.

The active part of the Buffalo river is about 3 1/2 miles long, from 175 to 32 feet wide, and its channel is maintained by the city, which has expended from 1847 to June 30, 1909, \$1,690,167.37 thereon.

Most of the wharf space is merely the bulkheaded bank on each side of the river, with some piers on the ship canal and the Erie basin. The wharf space is very much congested.

About half of the active river frontage is owned by railroads, with some small holdings by water lines. Of the 5 miles on the two sides of the city ship canal, 4 miles are owned by railroads. On the lake front the total frontage protected by breakwaters is about 4 miles, of which railroads own about 3, subject to some disputes as to title. The city owns about three-fourths of a mile, but, with the exception of two blocks, practically none of its frontage can be reached without crossing railroad property. The city controls and maintains 9 small docks at street ends.

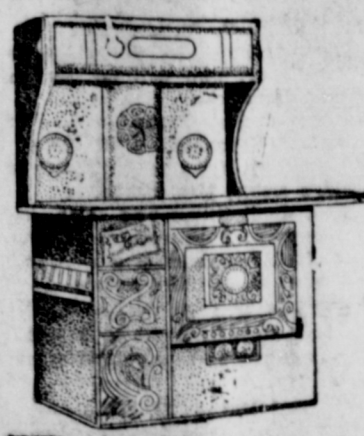
# A WEEK OF GREAT EVENTS

The Fair Opens and

## Garner Bros. Furniture Co.'s

Fire Sale Closes

THIS week will see the close of the greatest Furniture Fire Sale this city ever knew—that of the GARNER BROS. FURNITURE CO., at 207-209 South Third street. There is still a quantity of the fire damaged goods on hand and, to clean them out at once, prices have been cut to the quick.



Water Damaged Stoves and Ranges

There are not many of these Stoves and Ranges—just a few rich bargains for those who act quick—but we are certainly going to close them out RIGHT. Fortunately, only a little of our new stock had arrived, but it received the full benefit of the deluge of water. Water couldn't damage it much, but there is a light coat of rust and a tarnishing of nickel-plated parts which we, in our rush to get back into trade again, haven't time to cope with. That's the explanation of these astonishingly low prices on such fine stoves and ranges.

\$5.00 to \$40.00 Heaters, noted for their economical coal consumption, during FIRE SALE only \$2.00 to \$15.00

\$40.00 to \$60.00 Ranges, the quickest heater and best baker we know, during the FIRE SALE only \$15 to \$30



Bed Room Suits

About One-Third Regular Price

The finest line of substantial Bed Room Suits in the city, genuine quartered oak finish, beautiful mahogany finish, heavy, massive styles—not a scratch on any of them—simply water and smoke damage—regular \$60 to \$110 suits; FIRE SALE prices.....

\$15.00 to \$75.00



Upholstered Chairs

Our stock of Upholstered Chairs was our pride before this fire. You will be compelled to buy them now at the prices. They are still beautiful and for every purpose good as new. Diners, Rockers—all here—and the only difference now and before the great fire is that they smell a little smoky. We are selling:

\$25, \$12, \$10, \$8 and \$6 Rockers, FIRE SALE \$1.00 to \$15.00 price from

\$18, \$12, \$9, \$6, \$5 and \$3 Diners, FIRE SALE \$4.00 to \$12.00 price

### Odd Beds

To close them out now we will take most anything we can get for them from

\$1.00 Up

For some years there appeared to exist a well-defined combination between the railroads, their water lines, and most of their elevators at Buffalo, by which the railroads were able to influence materially the grain traffic there, and used that influence against the Erie canal. Just how far this situation still exists is not clear, but there is some reason to believe that the railroads continue to exert a considerable control over the grain freight is almost complete.

The situation at Buffalo is due in considerable degree to the fact that the railroads largely control terminals as well as important water lines, refuse to prorate with independent water lines, and refuse the use of their docks unless the freight goes over their lines.

There are numerous complaints of the practical impossibility of obtaining necessary industrial sites along the water front. Many industrial concerns have testified as to their inability to do so.

There is now in process of construction an important improvement of the Black Rock harbor, near Buffalo, on the Niagara river, which the government is deepening to a ship canal. The constant danger of the nullification of such improvements by adverse ownership has been well illustrated in this case. As soon as the improvement was authorized, vigorous attempts to absorb that frontage were made by a rail line, whose grant, however, was finally set aside by the court of appeals of New York, appellate division, after having been favorably acted upon by a majority of the board of railroad commissioners.

The situation in Buffalo has been treated at some length because of the importance of the port, because of the significance of the conditions found there, and because of the fact that it is the western terminus of the Erie canal, and the character and control of this terminus must largely determine the efficiency of that great waterway. A study of the map in the body of the report will well repay the reader.

### Other Lake Ports.

Conneaut, Ashtabula, and Lorain, Ohio, all river harbors, with highly developed transshipping machinery, most of the frontage being privately owned. In Detroit most of the frontage is private, mainly owned by steamship lines, railroads and industrial concerns. The city-owned wharves are unimportant. Toledo, a river harbor, has most of its frontage owned by railroads and industrial concerns. There is a large Erie frontage in Sandusky, Ind., an interesting case of a large private artificial harbor constructed by the United States Steel Corporation to serve its great steel plant there. At Two Harbors, Minn., Ashland, Wis., Marquette, Mich., and Manitowish, Wis., the lake front is protected by breakwaters, and, in contrast with the larger ports heretofore named, there is a considerable use of this protected lake frontage.

Mississippi River System.

The terminal situation on the rivers of the Mississippi system is quite different from that of the coast or

the lakes. In one sense the entire river is a protected harbor; most of the boats are of very shallow draft, and many landings are made by simply running the boat against the improved river bank, as at plantations and small towns.

The two chief facts that have affected the condition of river terminals are (a) the comparatively small amount of traffic available (due to conditions set forth in Parts I and II of this report, and (b) the extreme seasonal changes in water level. The result is that terminals on the Mississippi system are relatively in a very backward condition. As a rule, the "improved" landing place is simply the sloping bank of the stream usually called the "levee," frequently paved with stone at the more important ports. The connection between vessel and shore at these improved levees is usually made by means of wharfbuoys, practically floating piers, which rise and fall with the change of the water level. They serve also as warehouses.

Pittsburgh is chiefly an industrial harbor. There are about 30 miles of river frontage in the city limits, comparatively little of which is improved. There is very little warehouse space, and no belt railroad. There are 4 wharf boats owned by water lines, maintained at the so-called "public landing," which is 2 paved blocks owned by the city. Three-fourths of the traffic of Pittsburgh harbor is coal, both for use locally and for distribution downstream. There are a large number of mills on the bank which use water transportation. Here as in many other parts, while there is a close physical proximity between the rail lines and the water terminals there is almost no co-ordination between them.

The city owns most of the available frontage, in all about 6 1/2 miles. About one-third of the total frontage is controlled by railroads, whose emplacements and trestles often make space, about 8 elevators, and a little transshipping machinery.

The city owns about 8 miles of the total frontage, of which about 2 1/2 is available for landing. Much of it is leased by the city, some by "ordinance leases" for long terms, but most by "monthly leases." Out of 30 so-called "ordinance leases," the average term is sixteen years; the average rental about \$1,875. The highest ordinance rental is to a railroad, \$8,160 per year. There are also about 7 special grants of rights to lay track on the water front, 5 of them for over a mile each, for which no compensation is provided. Most of the unimproved city frontage is under monthly leases, usually at about \$2 per foot per month, the less being mainly industrial companies. Out of about 45 of such monthly leases, the average monthly rental is about \$95. The city also charges \$1.50 per foot per year for the privilege of mooring wharfbuoys at paved city landings. The total city receipts from the river frontage for 1908-9 were \$76,509.91. Of this the largest single item was \$50,664.08, from railroads. The expenditures were \$52,179.54.

Two or more railroad tracks run along the top of the river bank for

receipts from the water front for 1908 were \$6,410, and expenditures \$5,202.

Louisville.—There are about 5 1/2 miles of frontage here. The harbor is at the head of the Louisville and Portland canal, which parallels the river, around the "Falls." There are about 2,500 feet of paved city landing with 2 wharfbuoys owned by the packet lines, and some 10 or 12 coal and sand "landing floats," of this front about 360 feet are maintained by the city as an open wharf. There are some coal elevators, but practically no other transshipping machinery. While railroads run along a considerable amount of the frontage, there is no co-ordination between the railroads and the active front. Much of the frontage owned by the city is under long leases. In the case of about 20 leases the average term, with renewals, is about fifteen years; the average rental is about \$260 a year.

Cairo.—Cairo is at the junction of the Mississippi and Ohio rivers. The active frontage here belongs almost wholly to the Cairo Trust property, a private interest, administered by two trustees, who appear to be connected with the New York Central railroad. The city owns no frontage. There are about 6 1/2 miles of frontage in the city, and a paved wharf of about 4 blocks. There are 2 wharfbuoys owned by railroads. Railroad tracks adjoin or occupy practically the whole frontage, and encircle the city. There is, however, no co-ordination between rail and water lines. There is a little crude transshipping machinery.

St. Louis.—This is one of the most important river ports. The total frontage within the city is about 19 miles. The chief landing is the so-called "Central Wharf," owned by the city, 1-1-3 miles, paved. There are 7 wharfbuoys here, owned by water lines, which appear to be closely associated. There is some warehouse space, about 8 elevators, and a little transshipping machinery.

The city owns about 8 miles of the total frontage, of which about 2 1/2 is available for landing. Much of it is leased by the city, some by "ordinance leases" for long terms, but most by "monthly leases." Out of 30 so-called "ordinance leases," the average term is sixteen years; the average rental about \$1,875. The highest ordinance rental is to a railroad, \$8,160 per year. There are also about 7 special grants of rights to lay track on the water front, 5 of them for over a mile each, for which no compensation is provided. Most of the unimproved city frontage is under monthly leases, usually at about \$2 per foot per month, the less being mainly industrial companies. Out of about 45 of such monthly leases, the average monthly rental is about \$95. The city also charges \$1.50 per foot per year for the privilege of mooring wharfbuoys at paved city landings. The total city receipts from the river frontage for 1908-9 were \$76,509.91. Of this the largest single item was \$50,664.08, from railroads. The expenditures were \$52,179.54.

Two or more railroad tracks run along the top of the river bank for

about 5 miles, partly on city land. Despite the close proximity between railroads and river lines, especially at the Central wharf, there is no rail-water co-ordination of any general character. This is especially remarkable in view of the importance of St. Louis both as a river port and as a commercial center.

Memphis.—Memphis has about 3 1/2 miles of frontage, with a paved city wharf of about 2,000 feet, and 2 wharfbuoys (June, 1910). About 5 miles below Memphis the Illinois Central railroad has just installed a modern power transfer plant for transshipping freight between rail and water. This plant is remarkable, both in its adaptation to river conditions and in the fact that so far as known to the bureau it is the only one of its kind on the river. It is expected that this plant will handle all cotton coming to Memphis by water, and considerable quantities of oars. The city wharfage fees, not including rentals, for 1908 were \$3,370; expenditures, \$3,430. Railroad tracks are close to the public wharf, but there is no co-ordination.

### Other River Ports.

Obstruction of access to water terminals by railroad tracks is quite common at the ports along the Mississippi and Ohio rivers. At the smaller ports very little attention has been paid to landing facilities. In general, it seems the policy of the municipalities along the Mississippi river system to regard the water front, not as a means of net revenue, but merely to make such charges as are necessary for its proper maintenance. It can hardly be said, however, that the expenditures of the cities on their water front have been in any way commensurate with the expenditures that the federal government has made in river channels. Neglect of the river front is generally much more conspicuous than any active improvement of it. Practically one-half of the freight of the Mississippi system is handled at the 7 ports of Pittsburgh, Cincinnati, Louisville, Cairo, St. Louis, Memphis and New Orleans. Most of the package freight usually passes over the paved public landings; the bulk freight usually goes over private terminals.

### Control of Water Terminals.

From what has been already noted under specific ports, it is apparent that a large amount of water terminal frontage is everywhere controlled by railroads. While much of this control is undoubtedly necessary and

(Continued on Page Seven.)

## Something Mighty Good



## Post Toasties

With cream or milk for breakfast or lunch.

Notice the pleasure and satisfaction afforded everyone at table.

Post Toasties is one of those unusually good things that most everybody likes. Ready to

serve in a minute. A package in the pantry means breakfast without worry, and little work.

### "The Memory Lingers"

Postum Cereal Company, Ltd., Battle Creek, Mich.

## A Reliable CATARRH

Remedy

Ely's Cream Balm is quickly absorbed. Gives Relief at Once. It cleanses, soothes, heals and protects the diseased membrane resulting from Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. Full size 50 cts., at Drugists or by mail. In liquid form, 75 cts. Ely Brothers, 56 Warren Street, New York.



## CITY ORDINANCE

AN ORDINANCE ASSESSING THE ABUTTING PROPERTY ON BOTH SIDES OF TWELFTH STREET FROM THE NORTH CURB LINE OF KENTUCKY AVENUE TO THE SOUTH CURB LINE OF TRIMBLE STREET, IN THE CITY OF PADUCAH, KENTUCKY, THE SUM OF \$1,666,765 PER FRONT FOOT FOR THE COST OF THE CONSTRUCTION OF CONCRETE SIDEWALKS AND GUTTERS, TOGETHER WITH GRANITE CURBING AND ALL SEWERS, MANHOLES, INTAKES, CATCH BASINS AND DRIVEWAYS, IN SAID CONSTRUCTION, EXCEPT THAT PORTION PAID BY THE CITY OF PADUCAH; AND PROVIDING THAT SAID ASSESSMENTS MAY BE PAID IN TEN EQUAL INSTALLMENTS, ONE EVERY YEAR FOR A PERIOD OF TEN YEARS.

WHEREAS, The General Council of the City of Paducah, Kentucky, has heretofore, to-wit: On the 9th day of September, 1909, adopted an ordinance, entitled, "An Ordinance providing for the construction of sidewalks, curbs and gutters, and the necessary manholes, intakes, catch basins and sewers, on both sides of Twelfth street from a point where same intersects the south curb line of Trimble street to a point where same intersects the north property line of Kentucky avenue, in the City of Paducah, Kentucky;" and,

Whereas, In accordance with said ordinance it was provided that the said cost of construction of said sidewalks, curbs, gutters, sewers, intakes, manholes and catch basins, should be paid for by the abutting property owners on both sides of said street, except the intersections of streets and public alleys; and,

Whereas, In pursuance thereof a contract was entered into between A. J. Miller & Son and the City of Paducah for the construction thereof; and,

Whereas, Said contract has been completed and the work thereof finished and accepted by the General Council of the City of Paducah according to law; now, therefore,

Be it ordained by the General Council of the City of Paducah, Kentucky:

Sec. 1. That all of the property on both sides of Twelfth street from a point where same intersects the north curb line of Kentucky avenue to a point where same intersects the south curb line of Trimble street, in the City of Paducah, Kentucky, be, and the same is hereby assessed the sum of \$1,666,765 per front foot, for the cost of construction of said sidewalks, curbs, gutters, sewers, manholes, intakes, catch basins and driveways.

Sec. 2. That all of the funds derived from the assessment of said property, as aforesaid, shall be used for the purpose of paying off the special tax bills issued against said property, and for the cost of construction of said work.

Sec. 3. That pursuant to Section 3101 of the Kentucky Statutes, as amended and re-enacted by an act of the General Assembly of the Commonwealth of Kentucky for 1910, entitled, "An Act to amend and re-enact Sections 3094, 3096, 3097, 3098, 3099, 3100, 3101 and 3102 of the Kentucky Statutes relating to the control and improvement of streets, public ways, landings,

wharves, grounds and sidewalks in cities of the second class," said assessments may, at the option of the property owners, be payable in cash, without interest, within thirty (30) days from the date of the passage, approval and publication of this ordinance, or in ten (10) annual installments, pursuant to the provisions of said section.

Sec. 4. In order to provide a fund for the immediate payment of the cost of that portion of the special assessments herein provided for, and which are to be paid upon the installment payment plan as hereinbefore provided for,—the General Council shall issue and sell Improvement Bonds in anticipation of the collection of said special tax bills which are to be paid upon the installment payment plan, and to secure the payment of which bonds there is hereby pledged such taxes and liens on the property for the payment of the principal and interest of such bonds, and such bonds shall be sold for not less than par, and the proceeds thereof applied exclusively to the payment for the improvement of said sidewalks, curbs and gutters hereinbefore mentioned, and such bonds shall be issued in accordance with, and shall bear interest in accordance with, and shall be payable in accordance with Section 3102 of the Kentucky Statutes, as amended and re-enacted by the General Assembly of the Commonwealth of Kentucky of 1910, and contained in an Act, entitled, "An Act to amend and re-enact Sections 2994, 2996, 2997, 2998, 2999, 3100, 3101 and 3102 of the Kentucky Statutes relating to the control and improvement of streets, public ways, landings, wharves, grounds and sidewalks in cities of the second class."

Sec. 5. This ordinance shall take effect and be in force from and after its passage, approval and publication.

Approved: AL M. FOREMAN,  
President Board of Councilmen.

Approved: ERNEST LACKEY,  
Pro Tem. President Board of Aldermen.

Attest, Sept. 24, 1910:  
MAURICE MINTYRE,  
City Clerk.

Approved Sept. 24, 1910:  
JAMES P. SMITH, Mayor.  
O. K.: ENROLLMENT COM.  
By Chas. Harton, Chairman.

**HEALTH AND VITALITY**  
Morr's Nervine Pills  
The great nerve and brain treatment for men and women, produces strength and vitality, builds up the system, and renews the normal vigor. For sale by druggists or by mail, \$1.00 per box, 6 boxes for \$5.00.  
Williams' Medical Co., Props., Cleveland, O. Sold by List Drug Co.

## RESOLUTION.

City of Paducah, Ky., Sept. 6, 1910.  
Member Lally, of the Board of Aldermen, offered the following motion:

It appearing that that the following proposed work is a necessity and is desired by the property owners. Therefore, be it resolved, That the following work be authorized under the ten-year payment plan:

The improvement of the following streets: Paxton avenue from Blow avenue to Bloom avenue, Bloom avenue to Pool road, by grading and graveling same.

Approved: AL M. FOREMAN,  
President Board of Aldermen.

Approved: ERNEST LACKEY,  
Pro Tem. President Board of Aldermen.

Attest, Sept. 24, 1910:  
MAURICE MINTYRE,  
City Clerk.

Approved, Sept. 24, 1910:  
JAMES P. SMITH, Mayor.  
O. K.: ENROLLMENT COM.  
By Chas. Harton, Chairman.

## Sinking Spells Every Few Days

"At the time I began taking Dr. Miles' Heart Remedy I was having sinking spells every few days. My hands and feet would get cold; I could scarcely breathe, and could feel myself gradually sinking away until I would be unconscious. Those about me could not tell there was life in me. After these spells I would be very weak and nervous, sleepless and without appetite; had neuralgia in my head and heart. After taking the remedy a short time all this disappeared and in a few weeks all the heart trouble was gone."

MRS. LIZZIE PAINTER  
803 1/2 3d Ave. Evansville, Ind.

For twenty years we have been constantly receiving just such letters as these. There is scarcely a locality in the United States where there is not some one who can testify to the merits of this remarkably successful Heart Remedy.

Dr. Miles' Heart Remedy is sold by all druggists. If the first bottle fails to benefit, your druggist will return your money.

MILES MEDICAL CO., Elkhart, Ind.

**YOUNG MEN**  
PABST'S OKAY SPECIFIC  
Does the work. You all know it by reputation. Price \$3.00  
Sole Agent, J. H. GENSCHLAGER

## The Ring and the Man

WITH SOME INCIDENTAL RELATION TO THE WOMAN

By Cyrus Townsend  
Brady

Illustrations by  
Dearborn Melbill

Copyright, 1909, by Moffat, Yard & Co.

## CHAPTER XV.

## The Last Council of War.

Summoned by Liffey at Haldane's urgent request, the governing members of the ring met that night at their secret rendezvous. There were present besides the two mentioned, Van Slyke and McDonald, Rutherford, Connell, Habberley, Benson representing the allies, and the mayor. When Haldane arrived, he found the others already assembled.

"Well," asked Liffey as soon as the other entered the room.

"He's found it out and he's going to do it."

"Found out what and going to do what?" asked Rutherford.

"Gormly has got onto us, Mr. Rutherford," was Liffey's reply. The boss realized instantly that Haldane had failed to postpone the disclosure.

"He's found out the secret history of the Gotham Freight Traction company. He's found out the whole bloom of history; where we get our money, how we spend it."

"And who was the traitor that betrayed you?" asked Benson fiercely.

"I'd like to know that same," answered Liffey, his fat jaws clamping together, his "pompador" crest bristling.

"I don't imagine anybody betrayed us," said Rutherford. "We've known all along that the thing was bound to get out sooner or later. If it had been later, it wouldn't have made much difference; but now— is he going to publish it?"

"He is," answered Haldane.

"When?" demanded Van Slyke.

"Tomorrow. It will be in every paper in the city except our own."

"Great God!" exclaimed Connell. "If we could only stave it off for just three more days. Gimme three days, and—"

"Did you bid for him?" questioned the chief of police.

Haldane nodded.

"Did you go high enough?" asked Benson.

"I went so high," said the man, "that his refusal covered me with worse shame than the publication will do."

"And it wasn't enough?" queried Rutherford, who had a clearer comprehension of what the offer might have been than the others.

"No."

"So it's coming out tomorrow, is it?"

"Yes."

"Well, I don't know what we can do," said Liffey, "but grin and take it."

"Gents, hear me!" burst out Connell. "I can't throw no light on this situation; I don't see no way of keeping this rot out of the papers unless we could burn up the plants or close 'em down some way, which I'd like to have the job of doing. But we ain't beat yet."

"This man that's posin' as an angel of virtue before the people of New York and talkin' reform and so on is an adulterer, a thief, and a self-confessed murderer."

"What!" roared the men present.

"You're dreaming! You're mad!"

"I am, am I? Well, you just wait," returned the chief, "and you'll find I'm the sanest man in the whole bunch. You know the other night when you was jammin' through the franchise at the city hall and Gormly made his great play?"

"Yes."

"Well, one of my men—I had a bunch of plain clothes men scattered through the crowd—with his eyes and ears open heard a man say, lookin' at Gormly standin' up on that automobile and givin' the crowd his infernal rot, 'Well, if that ain't a dead ringer for a boy named George Fordyce that I used to know back in Kill Devil Camp in Wyoming twenty-five years ago, I'll eat my hat!' My man sized up the speaker at once. He was a big western man free of speech as he was with his money. His name's Bill Hamilton, and he's a big Montana mine owner. They call him colonel out there. They struck up a friendship right away, had a few drinks together, and my man got enough out of him to get on the trail of the story we been lookin' for without Hamilton in the least suspectin' what he was after. I sent a dozen of the smartest men on the force out to Wyoming to rustle up old inhabitants of Kill Devil Camp, which has long since been blotted off the map. It seems that this Gormly, or Fordyce, or whatever his name is, once run away with a miner's wife, first robbin' him of his pile and shootin' the miner."

The little group of men listened to the chief's startling story in a fever of excitement and surprise, which Connell greatly enjoyed.

"Now, we knew that he never came to New York with no woman," he ran on. "We've got his whole history from the day he landed here, every minute of it. We reasoned that the woman must have deserted him, or he her. Naturally she'd make for one of the big cities, especially if she had the money. We believed that she had it; for he had practically none when he landed. He went to work as a clerk in a store at five dollars a week. A woman like that'd be pretty sure to

## TUMOR OF YEARS GROWTH

Removed by Lydia E. Pinkham's Vegetable Compound

Holly Springs, Miss.—"Words are inadequate for me to express what your wonderful medicine have done for me. The doctors said I had a tumor, and I had an operation, but was so much worse. I wrote to you for advice, and began to take Lydia E. Pinkham's Vegetable Compound as you told me to do. I am glad to say that now I look and feel so well that my friends keep asking me what has helped me so much, and I gladly recommend your Vegetable Compound."—Mrs. WILLIE EDWARDS, Holly Springs, Miss.

One of the greatest triumphs of Lydia E. Pinkham's Vegetable Compound is the conquering of woman's dread enemy—tumor. If you have mysterious pains, inflammation, ulceration or displacement, don't wait for time to confirm your fears and go through the horrors of a hospital operation, but try Lydia E. Pinkham's Vegetable Compound at once.

For thirty years Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, has been the standard remedy for female ills, and such unquestionable testimony as the above proves the value of this famous remedy, and should give everyone confidence.

If you would like special advice about your case write a confidential letter to Mrs. Pinkham, at Lynn, Mass. Her advice is free, and always helpful.

turn up on the town somewhere sooner or later. We've got a detailed history of everyone of 'em here and elsewhere. If she went down to the gutter, she'd be dead. If she went up to the parlor, she'd be alive still. It was only necessary to look among those that are runnin' the thing. We found one, who'd come from Wyoming. I went to see her myself, and I've got her confession here." He hauled a paper out of his pocket. "She didn't want to tell nothing about it. She don't come out of it especially creditable; but we had means to make her. All we got to get now is the stuff from Wyoming, a witness or two to identify Gormly with Fordyce, and that's the end of him."

Connell snapped his finger in derision.

"Has the woman seen the man?" asked Benson as soon as he could get his breath.

"Often."

"Does he still—"

"Lord, he don't know she's on the earth."

"Is she sure he is the man?"

"She says so."

"Has she ever tried to blackmail him?"

"Never. She's glad enough to let him alone, I guess."

"Why isn't she witness enough then?" asked the district attorney.

"Well, she's mixed up in it rather a nasty way. She's afraid she'll suffer if her part of it is made public."

"I can fix that," said Rutherford coolly enough. "A promise of immunity, and—"

"She won't do it," returned the chief. "You can drive these women just so far, and there you stop. Besides, it ain't never goin' to come into court."

"What do you mean?" asked Benson.

(Continued in Next Issue.)

## WATER TERMINALS

(Continued From Page Six.)

commercially advantageous, nevertheless it is to be remembered that at present the rail and water systems are often in vigorous competition.

The control by one system of the terminals upon which a rival system is dependent is therefore of serious importance. Furthermore, railroad control in central parts of a congested harbor frequently means that through traffic is crowding upon local traffic, and that the two prime harbor functions, "commercial" and "industrial," are unnecessarily in conflict because of unsatisfactory harbor organization. For these reasons there is summarized below the general situation as regards such railroad control.

Railroads control a large amount of water terminals directly or through subsidiary concerns. At Boston and Maine railroad controls much water frontage at Portland, Me., and at Boston. The control of the New York, New Haven and Hartford water traffic on Long Island Sound is partly based on its control of a large amount of terminal frontage. Its control of water terminals is especially prominent at Portland, Me., Boston, Fall River, Providence, New London, the Connecticut river,

New Haven, Bridgeport, Conn., New York, Philadelphia and Norfolk, Va. The Pennsylvania railroad owns or controls much water terminal property at New York, Jersey City, Baltimore, Chesapeake Bay points, Buffalo, Erie, Pa., and at and near Cleveland; the New York Central system at New York City, Jersey City, the Hudson river, Chicago, Cleveland and Buffalo; the Southern Pacific system at New Orleans, Galveston, Oakland, Portland, Ore., Astoria, Ore., Hoboken and New York; the Northern Pacific at Seattle and Tacoma; the Atlantic Coast Line at Tampa, Norfolk, and various Virginia ports; the Southern railway at Norfolk, Mobile, Charleston and Jacksonville; the Baltimore and Ohio at Philadelphia, Baltimore and Washington; the Seaboard Air Line at Portsmouth, Va.; the Louisville and Nashville at Mobile and Pensacola, as well as at various points on the Ohio river; and the Illinois Central at Savannah, New Orleans, and Chicago. Also, the so-called coal roads have important holdings in the harbors of New York, Jersey City, Philadelphia, Norfolk and along the coast of New Jersey and Pennsylvania, as well as on the Hudson river.

Along the Mississippi river system the railroad ownership is important, not so much in active use of water terminals as in a general ownership of river frontage which results in a passive obstruction to its proper use for water traffic. This is especially noticeable at Pittsburgh, Cincinnati, Louisville, Cairo, St. Louis, Memphis and Vicksburg. In a number of the smaller river ports all river traffic must cross rail lines in order to reach the town. By far the greater part of the navigable portions of the Mississippi and Ohio rivers is parallel on one and often on both banks by various railroad systems. Their tracks and trestles often present serious obstacles to the proper use of the banks for water traffic.

One important group of independent domestic water lines shows a considerable control of terminals, to-wit, the so-called Moree Combination (now the Atlantic, Gulf and West Indies Steamship Lines), which owns wharves at many New England ports, and also in Virginia, North Carolina, South Carolina, Florida, Texas, Georgia, Alabama and on the Hudson river.

In a number of cases, as clearly shown above, railroad control of terminal facilities has worked to the disadvantage of water traffic. Thus at Philadelphia, it will be recalled, the attitude of the railroads has been distinctly hostile to general water traffic, the railroads even going so far as to deny the use of their piers to freight not going over their own lines, and, moreover, refusing the use of their piers to independent lighterage concerns serving independent water or rail lines. Again, at Baltimore there has been considerable friction between the Pennsylvania Railroad company's water lines and commercial interests. At Boston and at numerous smaller ports along the Atlantic coast the railroads have done comparatively little to facilitate the efficient conduct of general water transportation.

The gulf harbors are somewhat better in this respect, particularly New Orleans, where an efficient administration of a local belt line by the city promises an excellent system of co-ordination of rail and water traffic. Furthermore, New Orleans has taken an active interest in the regulation of terminal charges.

At San Francisco, likewise, there is a municipal belt line, affording means for interchange of traffic, while the state has also kept most of the wharf property under its immediate control by giving only short leases on most of such property. A large proportion of the wharves, as above noted, are "open," and the rates of wharfage and dockage are rigidly controlled by the harbor commissioners. Other Pacific ports have likewise taken important steps toward the regulation of harbor traffic.

In the case of the Great Lakes harbors, on the other hand, there is comparatively little efficient public control of the water front, which, in the main, is in the hands of railroads or industrial interests. At Buffalo railroad domination of the harbor is especially marked, not only for grain, but for practically all kinds of traffic and, as already shown, this situation has worked serious hardship upon the commerce of the port and also upon that of the Erie canal.

At the terminals on the Mississippi river system there is a conspicuous lack of co-ordination between railroads and water lines, which has undoubtedly contributed with other causes to reduce the volume of Mississippi river traffic at least on the Mississippi river proper, to its present relatively small volume.

Transshipping Equipment.

A vessel usually represents a large fixed investment of capital. Its time is valuable, and rapid transshipment of its freight is important. In view of this fact, and of the marked increase in the use of mechanical power in most lines of business, the general lack of power equipment for the transshipment of water freight is indeed remarkable. In fact, except for bulk traffic, it can hardly be said that such appliances exist. While there are a few instances where pack- age freight is handled by power cranes, moving conveyors, chutes, etc., such freight, broadly speaking, is almost universally transhipped by hand.

For bulk traffic, power machinery has been brought to a considerable degree of perfection, especially in the case of ore, coal, grain and phosphate. The most efficient equipment is found in the case of the ore and coal traffic on the lakes. Special machinery for handling coal has also been introduced on the Mississippi river system, particularly at Pittsburgh and Cincinnati. The reeling terminals for coal along the New England coast, however, are comparatively poor with respect to mechanical appliances. Specially modeled handling machinery is found at several ports in Texas, California, New York, New Jersey and Pennsylvania. The absence of modern power machinery at New York harbor, in view

of the enormous volume of traffic at that port, is especially surprising. The control of such transshipping appliances is obviously important. In some instances, notably in the case of grain, the substantial control exercised by railroads over grain elevators has had an important influence upon the course of traffic. This has been especially true at Buffalo, where the so-called "Elevator Pool," which has been under railroad influence, has at times unfavorably affected the shipment of grain by canal.

Terminal Charges.

Terminal charges are an important and often determining factor in an active transportation system. The usual water terminal charges are dockage, wharfage, warehousing, towage and lighterage.

Mississippi System.—Landing charges here are usually on a dockage basis, fixed as a rule by the towns. The wharfbots, almost always privately owned, usually base their charges on the amount of transshipment. These are frequently called "agency charges," and often include a certain amount of office work in connection with the business. They are especially important to packet boats. These river charges are frequently so high as to divert the traffic to the railroads and to cause river boats to reduce their number of landing places. In the case of one steamer on the Ohio river, the landing charges for 1905-1907 were over \$3,200, or as much as one-fourth the net profits of the boat. An extreme case occurred some years ago at Cairo, where the government dredgeboat was actually charged for landing, and thereafter for some time refused to land at Cairo—a remarkable example of lack of co-operation on the part of localities benefited by the government work on channels. It frequently happens that for a given landing the charges are equal to the entire amount of the freight rate received from that landing. This in particular discourages landings at small towns.

Out of about 30 towns on the upper Ohio, landing charges vary from \$1 to \$2.50 per week, or 25 to 50 cents per landing. The average is about \$1.80 per week. To this, for packet boats, must be added the wharfboat and agency charges, which range from about 8 to 30 per cent of the river freight rate.

The public charges, as such, are usually intended merely to cover cost of maintenance of the water front, though in most places very little maintenance is evident. At Pittsburgh the wharfbots pay the city \$12 a year, and also a charge for each vessel landing at public wharves on a tonnage basis per trip. Packets of from 200 to 500 tons pay from \$4 to \$8 a trip, and from 500 tons up to \$8 a trip. Coal barges, for unloading, \$2 a trip.

At Cincinnati, the landing charge at the public landing, for vessels of from 10 to 150 tons, is \$1.50 per day; 150 tons and upward, \$2.50.

At Louisville there are no charges on most steamboats for landing at the public wharf. Barges are charged according to size, varying from 75 cents to \$6 per day. At Nashville the city charges on steamboats are \$6.50 a trip. At Paducah the wharfboat company charges \$2 per landing, and also makes a charge on incoming freight. At Cairo the charges, mainly fixed by the Cairo Trust Property, are 2 1/2 cents per vessel ton for the first day, and one-half this thereafter, with a minimum of \$5, and some minor reductions.

Tables furnished for card parties on application.

All afternoon ride for Ladies and Children for 10 cents.

A Twenty Mile Ride for 10 cents.

JOHN E. ROLLINS, Master.



See Us for Shoes

For children, boys, girls and grown-ups at popular prices.

We give you for 75c and up, sizes 5 to 8.

We give you for \$1.00 and up, sizes 8 1/2 to 11.

We give you for \$1.25 and up, sizes 11 1/2 to 2.

TRY OUR BOYS' ROUGH WEAR SHOES.

\$1.50 and up, sizes 11 1/2 to 2.

\$2.00 and up, sizes 2 1/2 to 7.

SEND YOUR SHOES TO US FOR REPAIRS.

We use the latest machinery for stitching and pegging and have for the past three years. Nothing used in sole but best leather. Work done while you wait. We send for and return your work. Lowest prices in the city.



Rudy & Sons

of the enormous volume of traffic at that port, is especially surprising.

The control of such transshipping appliances is obviously important. In some instances, notably in the case of grain, the substantial control exercised by railroads over grain elevators has had an important influence upon the course of traffic. This has been especially true at Buffalo, where the so-called "Elevator Pool," which has been under railroad influence, has at times unfavorably affected the shipment of grain by canal.

Terminal Charges.

Terminal charges are an important and often determining factor in an active transportation system. The usual water terminal charges are dockage, wharfage, warehousing, towage and lighterage.

Mississippi System.—Landing charges here are usually on a dockage basis, fixed as a rule by the towns. The wharfbots, almost always privately owned, usually base their charges on the amount of transshipment. These are frequently called "agency charges," and often include a certain amount of office work in connection with the business. They are especially important to packet boats. These river charges are frequently so high as to divert the traffic to the railroads and to cause river boats to reduce their number of landing places. In the case of one steamer on the Ohio river, the landing charges for 1905-1907 were over \$3,200, or as much as one-fourth the net profits of the boat. An extreme case occurred some years ago at Cairo, where the government dredgeboat was actually charged for landing, and thereafter for some time refused to land at Cairo—a remarkable example of lack of co-operation on the part of localities benefited by the government work on channels. It frequently happens that for a given landing the charges are equal to the entire amount of the freight rate received from that landing. This in particular discourages landings at small towns.

Out of about 30 towns on the upper Ohio, landing charges vary from \$1 to \$2.50 per week, or 25 to 50 cents per landing. The average is about \$1.80 per week. To this, for packet boats, must be added the wharfboat and agency charges, which range from about 8 to 30 per cent of the river freight rate.

The public charges, as such, are usually intended merely to cover cost of maintenance of the water front, though in most places very little maintenance is evident. At Pittsburgh the wharfbots pay the city \$12 a year, and also a charge for each vessel landing at public wharves on a tonnage basis per trip. Packets of from 200 to 500 tons pay from \$4 to \$8 a trip, and from 500 tons up to \$8 a trip. Coal barges, for unloading, \$2 a trip.

At Cincinnati, the landing charge at the public landing, for vessels of from 10 to 150 tons, is \$1.50 per day; 150 tons and upward, \$2.50.

At Louisville there are no charges on most steamboats for landing at the public wharf. Barges are charged according to size, varying from 75 cents to \$6 per day. At Nashville the city charges on steamboats are \$6.50 a trip. At Paducah the wharfboat company charges \$2 per landing, and also makes a charge on incoming freight. At Cairo the charges, mainly fixed by the Cairo Trust Property, are 2 1/2 cents per vessel ton for the first day, and one-half this thereafter, with a minimum of \$5, and some minor reductions.

Tables furnished for card parties on application.

All afternoon ride for Ladies and Children for 10 cents.

A Twenty Mile Ride for 10 cents.

JOHN E. ROLLINS, Master.

## General Conclusions.

The preceding discussion gives briefly the existing physical conditions at the leading harbors of the country, together with conditions of control. These facts, elaborated in the full report, afford a basis for the study of terminal conditions in the United States.

This report brings out five salient facts: First, that terminals are as important as channels; second, that the harbors of the country, as a rule, have by no means developed their frontage to the full capacity, nor have they organized and co-ordinated to the best advantage the commercial and the industrial functions; third, that great influence is exercised by railroads over water terminals, either through ownership, through indirect control, or through long-term leases of water-front property; fourth, that there is very little effective linking up of the rail and water transportation systems; but on the contrary the tendency seems toward division and adverse action, to the great detriment of the transportation needs of the public; and, finally, that there is a striking lack of co-operation with the federal government on the part of localities benefited by channel improvement. This is in marked contrast to those continental countries whose waterways have been most highly developed.

Faulty harbor organization causes in many harbors a serious congestion of traffic, which means delay in all stages of transportation, with consequent increase in costs. In many instances this condition could be materially relieved by a systematic policy of harbor organization, reserving the central portions, in the main, primarily for local traffic. The theoretically ideal segregation of local from through terminals probably can not be realized, except in occasional instances.

Despite the impossibility of ideal results, however



## FALL AND WINTER

1910

IT gives us pleasure to announce the arrival of our new imported and Domestic materials in Exclusive and special designs for FALL and WINTER, which are now ready for your inspection. Call and look them over as I KNOW we can interest you in prices and quality.

## HARMELING, TAILOR

522 Broadway.

Established 1888

## CLERKS ORGANIZE

## LOCAL OF ILLINOIS CENTRAL CLERKS FORMED.

This completes Organization in All Shops Between Chicago and New Orleans.

With a charter membership of 38 clerks, the Paducah clerks of the Illinois Central railroad have completed the organization of a new union known as Illinois Central Railway Clerks' union, No. 181. The charter has been received and the union formally installed. The officers are: K. B. Wilson, president; Louis Rutter, vice-president; William Overstreet, recording secretary; J. Turner, financial secretary and treasurer; Don Harper, chairman of the local protective board.

With the organization of the Paducah union all of the clerks on the Illinois Central system between Paducah and New Orleans are organized. It is expected that the membership of the union will increase

until all of the clerks in the local freight house and shops are included. The union will meet the second Saturday night of each month and the fourth Sunday afternoon.

## Personals.

J. L. Woodridge, general foreman at Princeton, returned to Princeton this morning after spending Sunday in the city.

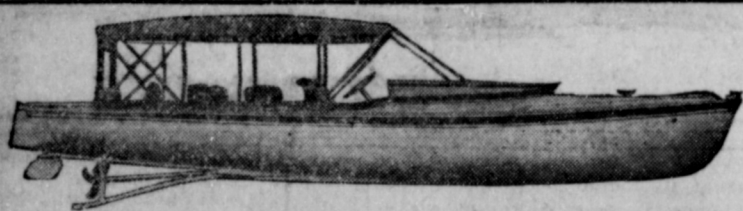
Frank Theobald, chief clerk in the master mechanic's office, and L. L. King, division storekeeper, of St. Louis, were in the city yesterday. They returned to East St. Louis this morning.

Owen Nelson and James Marley left this morning for Dawson Springs.

## Sneak Thief's Work.

A thief entered the residence of William McMahon, 521 South Fourth street, Saturday and stole a bank containing \$3 in pennies from the dresser drawer in the front room. Mrs. McMahon was in the kitchen at the time and the robbery was not discovered until noon. A lot of valuable jewelry and trinkets were overlooked.

The nail of a good precept always needs the hammer of practice to drive it in.



## Mullin's Pressed Steel Launches—Greatest Bargains in the World

Perfect models—built of puncture proof steel plates—air chambers like a life boat—cannot sink—leak—warp—dry out—water-log or crack. No calking. Write or call for catalogue. Demonstrating Boat and Engine may be seen at river at any time.

L. L. NELSON, Agent

403 South Third Street.

New Phone 314.

## STAR THEATRE

Joe Desberger, Manager.

Change of Program for MONDAY, TUESDAY AND WEDNESDAY

ADMISSION = 10c

## Motion Picture

## LaBohener Trio

Greatest of Trio Singers.

## Frank Long

Popular Balladist.

## Newton &amp; Alto

Comedy Musical Act.

## Motion Picture

Admission... 10c

Children..... 5c

A Complete Change of Program Thursday

## PAD. HIGH SCHOOL TAKES FIRST GAME

DEFEATS METROPOLIS BOYS 20 TO 0.

Speed and Endurance of the Local Players Surpassed All Expectations.

## PLAYED KNEE DEEP IN GRASS

Paducah was victorious over the Metropolis High school eleven Saturday afternoon by a score of 20 to 0 in the opening game of the season. The local players surpassed the Illinois lads in speed and endurance, and at no stage of the game was the local eleven in danger of defeat. Only once did the Metropolis lads make the required distance. Captain Browning was the bright star for High school, although the whole team showed up well for the first game.

Knee deep in grass and under a hot sun the players sweated with the football armor and pads, but they never gave up. In the first quarter Metropolis kicked off, and High school returned the ball rapidly until Browning crossed the line for the first touchdown. Harth missed goal. In the second quarter Paducah made long consistent runs and Browning again was shot over the line after one minute of play. He kicked goal easily. In the third quarter Paducah shoved Metropolis to the ten-yard line. Evans attempted to kick, but the attempt was smothered and Browning got the ball, and Browning was taken across the goal line again. Metropolis made a brave struggle in the last quarter, but lost the ball on a fumble. Hughes kicked goal from the thirty yard line, making the final score 20 to 0.

Humphreys sustained a wrenched shoulder, but showed his grit by remaining in the game. Two Metropolis players were hurt slightly. Cooley was knocked out for several minutes, but revived. L. Morris was injured and retired from the game, being replaced by Mann.

The teams lined up: PADUCAH. METROPOLIS. Humphreys.....Bunchman I. Browning.....Davis King.....S. Morris J. Hart.....Helm Jones.....Koegel Elliott.....Troesel Mitchell.....Cooley P. Harth.....Brown W. Browning.....Evans Yarbrough.....L. Morris Hughes.....O. Morris Officials—Referee, H. B. Craig; umpire, Pauly; field judge, Brown.

## Ohio State in Easy Victory.

Columbus, O., Sept. 26.—Coach Howard Jones' Ohio state varsity opened its season here Saturday afternoon, with Otterbein college as the opponent, and the score after 40 minutes of play was 14 to 5 in favor of Ohio. Jones, after he had the game safe, played on the defensive, his men kicking the ball on the first down.

## Wolverine Recruit Injured.

Ann Arbor, Mich., Sept. 26.—The arrival of Joe Magidsohn, the star of last year's back field and an injury to Munson, a recruit end, which will keep the athlete out of the game for possibly the entire season, combined to relieve the monotony which had begun to mark activities at the Michigan football training camp. Magidsohn arrived early from Gary, Ind., where he has been working this summer, and with him came Munson, a husky end, who had been touted as a sure successor to Cap. Ranney at the right extremity of Michigan's line.

## Penny Looks Bad.

Philadelphia, Sept. 26.—In a most disappointing exhibition of new football the University of Pennsylvania eleven went down to disastrous defeat by the score of 8 to 5. Ursinus college, supposedly able to furnish nothing better than good practice for the quakers, surprised their adversaries by playing the new game in gilt-edged fashion. The visitors outplayed Pennsylvania in all but the last period, when they began to tire.

## Reserve in Costly Victory.

Cleveland, Sept. 26.—Western Reserve was lucky to escape with a 7 to 0 victory over Buchtel. The Akron Universalists came here to turn a trick on the Reserve squad and nearly did it, with the aid of old-fashioned football. Reserve used only the old-fashioned brand, too, the squad being under orders to try no new tactics unless compelled to.

## Minnesota.

Minneapolis, Sept. 26.—Minnesota defeated Lawrence college of Apple-

ton, Wis., in the first game of the west under the new rules. The score was 34 to 0, the gophers making six touchdowns. Without much preliminary practice, the gophers showed form that indicates they will have one of the greatest elevens that ever represented any western university.

## West.

Minnesota, 34; Lawrence, 0. Ohio State, 14; Otterbein, 5. Haskell Indians, 6; Kansas, 5. Wilmington, 8; Wittenberg, 0. Kentucky State, 10; Ohio U., 0. Western Reserve, 7; Buchtel, 0. St. Louis Un., 25; Shurtleff, 0.

## East.

Ursinus, 8; Penn., 5. Mass. A. C., 0; Rhode Island, 0. Carlisle, 6; Villa Nova, 0. Williams, 0; Rensselaer Poly., 0. Syracuse, 0; Bonaventure, 0. Western Maryland, 3; Dickinson, 0. Lafayette, 31; Bloomsburg, 0.

## RIVER NEWS

## River Stages.

Pittsburgh (in two days)	6.5	0.6	rise
Cincinnati	6.0	0.3	fall
Louisville	8.9	0.1	fall
Evansville	7.8	2.0	fall
Mt. Vernon	6.8	2.0	fall
Mt. Carmel	2.0	0.2	fall
Nashville	8.6	0.4	rise
Chattanooga	2.3	0.2	fall
Florence	0.7	0.1	fall
Johnsonville	2.2	0.4	fall
Cairo	10.0	0.2	rise
St. Louis (now falling)	5.7	2.0	rise
Paducah	6.5	1.5	rise
Burnside	5.5	3.8	rise
Carthage	4.1	1.0	rise

## River Forecast.

The Ohio at Paducah will continue rising slowly for the next 24 hours.

## Today's Arrivals.

Bob Dudley from Nashville. Dick Fowler from Cairo. Ohio from Golconda. George Cowling from Brookport and Metropolis. Clyde from Waterloo, Ala. G. W. Robertson from Owen's

landing, Brookport and Livingston Point.

## Today's Departures.

Dick Fowler for Cairo. John L. Lowry, for Evansville. Bob Dudley for Nashville. Ohio for Golconda. Cowling for Brookport and Metropolis.

Robertson for Owen's landing, Livingston Point and Brookport.

## River and Weather.

Gauge at 7 a. m. marked 6.5 feet indicating a rise of 1.5 feet since yesterday morning. The river fell one-tenth of a foot Saturday night. Weather clear and business good.

## Notes and Personals.

From Waterloo the City of Savannah arrived Sunday afternoon and left here at 5 o'clock for St. Louis. She had a big trip.

Arriving yesterday morning the Reuben Dunbar left at 2 o'clock in the afternoon for a return trip to Evansville. She will be the Evansville packet Tuesday.

The John L. Lowry arrived at 11 o'clock Sunday night from Evansville with a nice trip and cleared at 10 a. m. today for Evansville.

The Bob Dudley arrived from Nashville today with a good trip and made a return trip.

After her repairs were completed the Shiloh was dropped off the marine ways yesterday and will leave Tuesday for Danville, Tenn. She runs between Danville and Savannah. The towboat I. N. Fleisher is lying at the foot of Washington street while her model barge is being hauled upon the marine ways for repairs. She will go to Memphis in a few days fifth stone.

Steamboat Inspectors Green and St. John, of this district, arrived last night from Nashville and left at 7 o'clock this morning in the launch Cutaway for Metropolis, accompanied by Capt. Ed Cowling, owner of the George Cowling, which was repaired at week on the marine ways here. The Cowling was inspected and found to be in good shape.

The Clyde is due tonight from Waterloo and will make a return trip Wednesday evening at 6 o'clock. There will be an Evansville boat every day hereafter, the Lowry and Dunbar having split up the days.

The ferryboat Robertson conducted two big excursion trips one of

Ogilvie's  
The Daylight Store

Trefousse Gloves  
Kayser Silk Hose

Butterick Patterns  
Warner's Corsets

"THE Store Beautiful." This was the exclamation heard on all sides from the throngs who visited our Greater Store on "opening day." We assure our many patrons we are very grateful for their appreciation of the efforts we put into our display which made it a great success.

## Great Array of Dress Goods for Day and Evening Wear

Silks of the newest creations and colorings. Overdraperies of Marquissettes, chiffon cloths, etc. All-overs and bands of exquisite designs. Dress accessories of all kinds.

These and many other lines on exhibition convinced hundreds that our Greater Store is "the" place to get "just what you want when you want it." Our efficient force of salespeople will be glad to give you valuable information and advice as to the correct styles.

## Blanket Sale

One lot of Blankets, very slightly soiled. To make this a money-saving sale we have marked them

ONE-FOURTH OFF THE REGULAR PRICE.

Prices range from \$1.00 "all cottons" to \$10.00 fine wool.

## Comforts

These cool nights demand warmer bed coverings. We are well prepared to fill your want list. Complete lot of Cotton Felt Comforts at

85c to \$3 00

## Eiderdown Comforts

A beautiful line of these elegant Comfy Coverings. Prices

\$7.00 to \$12.50

## Lace Curtains

A clean-up purchase from the mills at a great saving. Ten styles in the lot, six to twenty patterns of a style. All specially priced, pair

50c to \$2 50

(SECOND FLOOR)

To our out-of-town friends and customers we extend a most hearty welcome to make our store your headquarters while attending the fair.

here yesterday making the first in the afternoon and the second at night. She will run another excursion tomorrow night. Negroes chartered the Dick Fowler yesterday and went to Joppa at 2 p. m., returning about 8 o'clock last night. The boat was taxed to its capacity.

## Family Living in An Olive Tree.

In the October Wide World Magazine appears a striking photograph of an ancient olive tree at Damascus. The trunk—which is entirely hollow—is about seventy feet in girth, and inside it a poor family have taken up their residence. Their

## Matrimonial Felicity.

Mrs. Quackness—"Am yo' daughter happily married? She sag?" Mrs. Sagg—"She sho' is! Bless goodness she's done got a husband dat's skeered to death of her!" T. P. Morgan in Woman's Home Companion.

## THE KENTUCKY THEATRE

CARNEY &amp; GOODMAN, Mgrs

## A Week of Morris Vaudeville

The Management Positively Guarantees the Appearance of These

Monday, Tuesday and Wednesday

## KEIFER and KLEIN

A Peerless Singing and Dancing Duo.

## U-N-O

## C. A. BRADLEY

The Darktown Comic

## La Monts Cockatoos

A Beautiful and Startling Novelty, Elegantly Staged—A Feature Act in Any Vaudeville House in the Country.

## Miss Pearl Stevens

The Classy Singing Comedienne.

The Late t and Best of the World's Motion Pictures

Evenings 7:30 and 9:15. Lower Floor 20c, Balcony and Gallery 10c. Matinees, Mondays, Thursdays and Saturdays 2:30 p. m. All Matinees 10c. Special School Matinee Wednesday at 3:45 p. m.

Tradewater Coal is more in demand for use in grates, stoves and furnaces than all OTHER COALS COMBINED, because it is properly prepared, RESCREENED at our elevator and is FREE FROM SLATE AND OTHER IMPURITIES. TRADEWATER coal burns to a clean white ash, does not clinker and holds fire over night. These good qualities, together with unexcelled delivery service and FULL WEIGHT enables you to enjoy the comforts of home during the cold winter weather. Phone us a trial order and be convinced.

TRADEWATER coal is mined and sold exclusively by

## WEST KENTUCKY COAL COMPANY

Yards and Elevator Foot of Ohio Street

(Incorporated.)  
C. M. RIKER, Manager of Sales

Both Phones No. 324 or 335